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AND
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TRADE,
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HOSPITALS,
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PUBLIC HALLS
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STREET
RAILWAYS,
STREETS
AND
AVENUES,
THEATERS,
WATER
WORKS,
ETC., ETC.,
WITH
MAPS AND
PLANS.



POCKET GUIDE TO CHICAGO.



THE TEMPLE. CORNER LA SALLE AND MONROE STREETS.

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RAND, McNALLY & Co.'S .

POCKET

GUIDE TO CHICAGO

ILLUSTRATED.

WITH MAPS AND INDEX TO STREETS.

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CHICAGO AND NEW YORK

RAND, McNALLY & COMPANY, PUBLISHERS

1893

J. L. A

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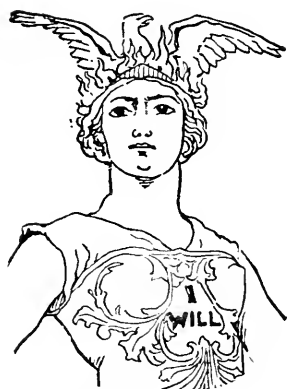
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I.

GENERAL FACTS AS TO THE CITY OF CHICAGO.



Chicago, "The Phoenix City of the West," "The Garden City," "The Windy City"—for all these titles are hers—is situated on the southwest shore of Lake Michigan, in latitude $41^{\circ}, 53', 6.2''$ N., and longitude $87^{\circ}, 38', 1.2''$ W.—being 854 miles distant from Baltimore, Md., the nearest point on the Atlantic Coast line, 911 miles from New York, and 2,417 miles from the Pacific Ocean. The City of Chicago, incor-

porated March 4, 1837, comprised "the district of country in the County of Cook, etc., known as the east $\frac{1}{2}$ of the southwest $\frac{1}{4}$ of section 33, township 40 north, range 14 east, also the east $\frac{1}{4}$ of sections 6, 7, 18, and 19, all of fractional section 3, and of sections 4, 5, 8, 9 and fractional section 10 (except the southwest fractional $\frac{1}{4}$ thereof, occupied as a military post, until the same shall become private property), fractional section 15, sections 16, 17, 20, 21, and fractional section 22, township 39 north, range 14 east." Since then there have been twelve extensions to the city limits. The city of to-day has a lake frontage of about twenty miles, inclusive of the parks at either extremity of the city; this, with a river frontage of forty-one miles affording fine harbors. Its mean elevation is twenty-five feet above Lake Michigan and 582

feet above mean sea level. But sixty years old, and yet second city of the United States in point of population, and seventh in the same respect in the entire world, the Wonder City of the World has become the cynosure of the entire universe, especially, in view of the vast World's Columbian Exposition of 1893, that eighth and greatest wonder of the world, as it has well been called.

With becoming dignity the World's Fair City will greet her visitors; to none will she yield the palm for hotel accommodation and excellence; her railway facilities are beyond cavil; she is the railway center of the entire Republic; while her verdant parks and magnificent boulevards, when they earn for her the title of "Garden City," provoked (on a sight of the Michigan Avenue Boulevard) even that laughing philosopher, Max O'Rell (himself no mean traveler), to declare that it was "the finest street in the world." A forest of lofty buildings, a seething hive of human industry, such is Chicago of the present day; risen rejuvenate from a holocaust more severe than that which an historian of old tragically described in tersely saying, "Between a great city and none, but a single night intervened."

To the tourist and traveler she has much to exhibit in addition to the greatest Exposition ever seen; the purpose of the following pages being to summarize the material, and shortly to indicate the most noteworthy sights, separating wheat from chaff, and so presenting a *resumé* of the city and its surroundings in an accurate and easily accessible manner.

The Origin and Meaning of the Word Chicago.—An erudite and painstaking correspondent of the *Chicago Tribune* traces the word as the locative case of a Cree Indian word meaning, primarily, "at the place of the skunk"; derivatively, equaling strong, mighty, and great; and particularly, applied by the Indians to the present city, on the drowning, at some remote period, of an Indian chief of that name in the mouth of the present Chicago River.

Well named the strong or mighty, as her history shows.

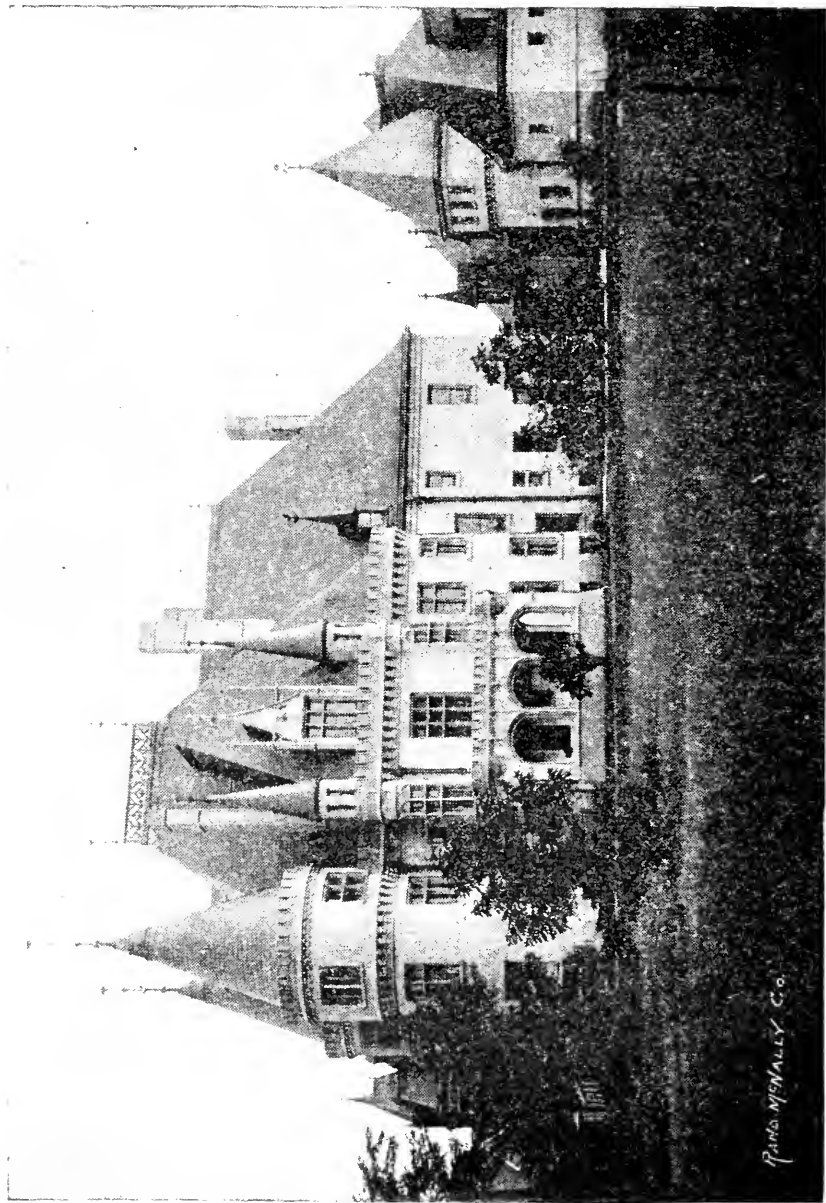
Location.—The World's Fair City stands upon a site originally one of the most unpromising to be found anywhere. A broad swamp, threaded by sluggish bayous, rank with skunk cabbage, wild garlic, and other unsavory weeds, certainly could

have given but slight ground for predicting a future city. Moreover, it is claimed by those whose opinion is entitled to respect, that it was only through a sheer error that the city which should have grown up about the mouth of the St. Joseph, or the Calumet, came to be located around here, on the western side of the lake; and that the land which the Government actually bought for its fort at the mouth of the Chekagou River was a very fair section in Indiana, and not the swamp which was inadvertently taken.

In early days the stream now known as the Chicago River reached back into the prairie within a very short distance of the Des Plaines (with which it has since been united), leaving only a short portage to be made in a journey from the far Eastern lakes to the mouth of the Mississippi. But even the early residents of the place never dreamed that Chicago would attain commercial prominence, and the time is still within memory when the inhabitants feared the ruin of their town by canals and railways. To-day, however, it is the center of a full third of the railway mileage of the United States, and the most rapidly prospering city on the continent.

From the lake, at Water Street, the Chicago River extends west about a half a mile to Canal Street, where it divides into two branches, one extending in a northwesterly direction through that portion of the city, and the other southward, for about a mile and a half, to Fourteenth Street, where it makes a sweep to the westward as far as Bridgeport, among the lumber yards. Here it again divides into two unimportant secondary branches (reaching one west and one south), and empties itself into the Illinois and Michigan Canal, through which it is united with the Des Plaines River.

Thus, the main stem of the Chicago River divides the eastern portion of the city into two parts, one of which is known in common parlance as the "South Side," and the other as the "North Side." These two branches, again, separate the North and South sides from the "West Side," all that portion of the city lying west of these branches being known by this title. Communication between the different portions is kept up by means of fifty-three swing bridges, situated at the more important street crossings, and these are further supplemented by three tunnels, one



Peter McNALLY Co.

A TYPICAL CHICAGO RESIDENCE

connecting the South with the West Side, at Washington Street; the second forming a similar link between the North and South sides, at La Salle Street; and the third is located at Van Buren Street, and is nearly completed.

History, Population, Climate, and Statistics.—The earliest mention of Chicago is to be found in the writings of the Jesuit, Charlevoix, who records the arrival of a fur trader and interpreter, Nicholas Perrot, in 1671, at the lower end of the "*Lac des Illinois*" (Lake Michigan), "where the Miami Indians are."

Subsequently the site of Chicago was pressed by the adventurous feet of Marquette, Joliet, and La Salle, in those pioneer and perilous wanderings which were, indeed, prophetic precursors of the vast tide of white immigration. The first non-autochthonal settler was one Baptiste Point de Saible, a handsome and well-educated negro, wealthy, and a fur trader. His successor was a Frenchman named Le Mai, who, in the early part of 1804, transferred and sold his log cabin to John Kinzie, to whom belongs the title, "Father of Chicago."

The limits of the present Handy Guide are too confined to permit of any disquisition upon the subsequent early history of the settlement. Upon such matters the literary seeker may well consult the numerous volumes relative to Chicago on the shelves of the Public and Newberry libraries.

Books on Chicago.—Useful information may be culled from:

"The History of Chicago," 3 vols., 1670-1884, by A. T. Andreas, 1884.

"Chicago Antiquities," by H. H. Hurlbut, 1881.

"History of Chicago from 1833-1892," by Charles Cleaver, 1892.

"The Story of Chicago," Major Joseph Kirkland, 1892.

"Wau-bun; the Early Days of the Northwest," by Mrs. J. H. Kinzie.

Sufficient for the purposes of the present may be the following:

Historical Summary.—In 1801, a swamp; in 1811, a small military post, soon to be abandoned, and to be the scene of a terrible Indian massacre; in 1821, again an insignificant military

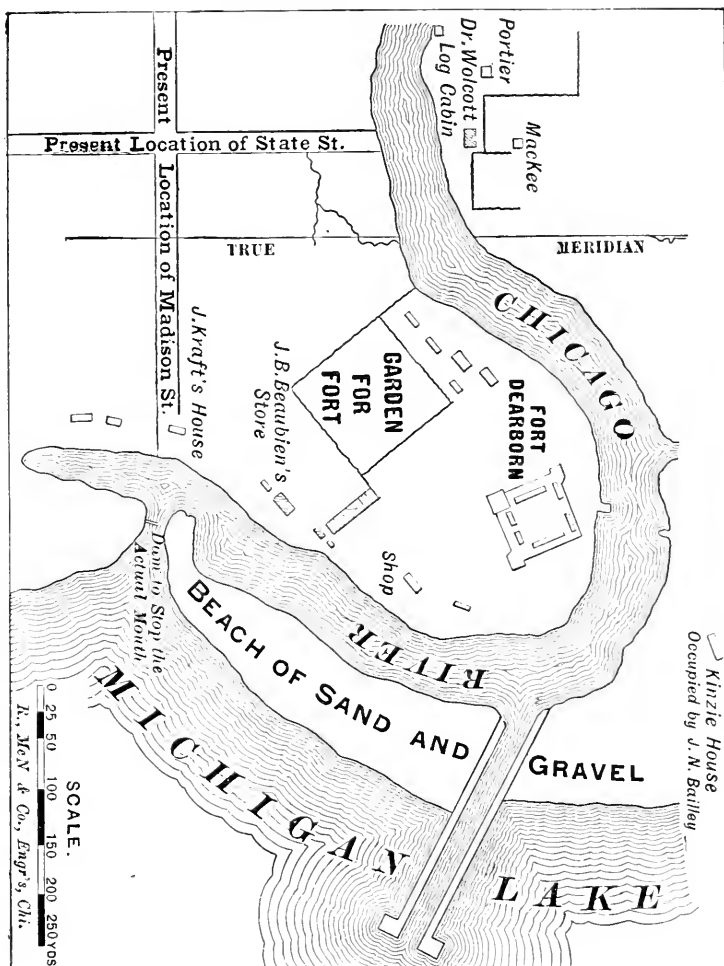
station; in 1831, a village of twelve houses, without mail routes, post roads, or postoffice; in 1841, an incorporated city, with 5,752 inhabitants, and an export trade amounting to \$328,635; in 1851, rapidly assuming commercial importance; on the eve of possessing railway communication with New York; its grain shipments increased to 4,646,831 bushels; its population numbering 34,437; in 1861, its grain, pork, and lumber interests all enormously developed, its population almost quadrupled, and its shipments of breadstuffs increased ten-fold within a single decade; in 1871, rich, proud, and magnificent, bidding fair to outstrip the most famous commercial cities of either the old or new world; but suddenly, on that memorable October night, almost swept out of existence, only to rise triumphantly from its ashes in more than its former splendor, a monument of indomitable spirit and energy; in 1892, the greatest railroad center, live-stock market, and primary grain port in the world; the scene of the ceaseless activities of over a million and a quarter of eager, restless toilers, attracted by its fame from far and near, and to-day still advancing, with rapid strides, in everything that distinguishes a great metropolitan city. Such, in brief, is the history of Chicago, the Garden City, the Phoenix City, of America, the capital of the wealth-producing West.

The growth of Chicago has, throughout, been coincident with the development and prosperity of the Western States and Territories; of Illinois and Iowa especially it may be said to have grown with their growth and strengthened with their strength. Young as is Chicago, it was not until after its incorporation as a city that what is now the great State of Iowa received even a territorial organization; while it was only in 1818 that Illinois, now leading all the other States in cereal productions and mileage of railroads, and even ranking fourth in manufactures, was admitted into the Union, with a population of about 30,000, mainly settled in the southern part of the State.

The Fort Dearborn Massacre occurred August 15, 1812, at a spot near Eighteenth Street and Indiana Avenue, which is proposed to be marked by an appropriate monument, shortly to be erected by Mr. G. M. Pullman.

Capt. Wells, several other officers and their wives, some

Scale 220 Yards to one Inch.



MAP OF THE MOUTH OF THE CHICAGO RIVER,
With Plan of Proposed Piers for Improving the Harbor.
By Wm. Howard, United States Civil Engineer. February 24, 1830.

seventy regular soldiers, twelve militia, with women and children, making a party of about one hundred all told, were attacked and nearly all butchered by the bloodthirsty and treacherous savages. Near the south end of the Rush Street bridge, on the warehouse of the W. M. Hoyt Company, a marble slab commemorates the location and history of the old military post.

The Great Fire of 1871.—The destructive fire of 1871 originated on Sunday night, October 8th, near the corner of Jefferson and DeKoven streets, where Mrs. O'Leary's fractious cow is said to have kicked over a kerosene lamp, setting fire to the contents of the shed. At that time, a strong gale was blowing from the southwest, which soon fanned an insignificant blaze into a sea of flame, and whirled the firebrands on their errands of destruction far in advance of the general conflagration. From Jefferson Street to the river the fire speedily advanced. The many little frame shanties, inhabited mostly by the foreign element, gave it fuel and strength for its attack upon the more substantial buildings. The fire department worked heroically, but with no avail, the men commencing their task in a state of exhaustion, worn out by attendance at smaller fires of the day before. At midnight the west bank of the river was one complete mass of fire. Soon afterward the flames leaped the river, first at Van Buren Street, and subsequently at many other places. The South Side was doomed. All hope of controlling the conflagration was now abandoned. Water seemed only to increase the heat. Nothing but lack of fuel could stop its fearful career. Men watched the destruction of their property, unable to do the least for its protection. Within three hours the flames had traversed the heart of the city, burning from the south branch of the river to the lake, and had leaped the river to the North Side. Buildings blown up on Congress Street prevented the further progress of the fire toward the south. On the North Side, however, nothing could arrest the advancing flames. Lying in a favorable direction for the wind-driven fire, nothing but entire destruction could be expected. The Waterworks were first assailed, cutting off the last ray of hope in that direction; the business houses next suffered, and then the dwelling houses. From the river to Fullerton Avenue, beyond Lincoln Park, and from the lake almost to Halsted Street, every-

thing was destroyed, with the single exception of the frame residence of Mr. Mahlon Ogden, which, secluded among the trees of its extensive grounds, was left uninjured. (This house stood until recently, when it was destroyed for the site of the Newberry Library.)

Within twenty-four hours nearly $3\frac{1}{2}$ square miles of the densely populated city of Chicago had been swept away. The large wholesale and commission houses, which had attracted the trade of the entire Northwest, the depots and rolling stock of the various railroads, the docks and shipping, everything which helped to make Chicago the great commercial center of the West, lay in ashes. The court house, postoffice, chamber of commerce, and many substantial hotels and other buildings, all had yielded to the destroyer. Brick buildings, stone buildings, buildings that were considered fire-proof, succumbed to the intensity of the heat. Nearly eighteen thousand buildings were destroyed, the entire loss being estimated at no less than \$190,000,000, of which only \$44,000,000 was covered by insurance. The homes of 98,500 persons were consumed; many previously well-to-do residents lost everything they possessed, and were rendered entirely dependent either upon their more fortunate friends or upon the contributions which poured in from almost every part of the world for the relief of the sufferers. It is estimated that 200 persons lost their lives in the conflagration. To add to the terror of the scene, the criminal classes became extremely active, until Gen. Phil. H. Sheridan, U. S. A., ordered some eight companies of United States regulars to the city to act as police, on the request of the Mayor. Before the embers had died out, work was begun, by the removal of the debris, in preparing the way for the magnificent buildings which now hide from view all traces of the memorable fire of 1871.

Terrible as the calamity was, it brought some blessings in its train. The day of the wooden "shanty" was doomed, the palace pile of magnificent architecture rapidly began to replace it, and in so doing to make Chicago celebrated throughout the land.

An exact representation of the conflagration when at its height is to be found in the Cyclorama of the Chicago Fire, located on Michigan Avenue near Madison Street, where a most readable and graphic description, by a celebrated Chicago preacher, Rev. David

Swing, is to be had; that gentleman having been an eye witness of the terrible calamity.

The Area of the City is 181.5 square miles. It is 24 miles long and 10 miles wide. The popular vote in 1892 was: Cleveland, 136,525; Harrison, 100,851.

Climate, Population, etc.—The observations of the Weather Bureau, January 1, 1891, to December 1, 1891, show the mean barometric pressure during that period to have been 29.26 inches (corrected for temperature, but not reduced to sea level); the mean annual temperature, 48.70; the mean annual precipitation, 35.55 inches; and the mean annual humidity of the air, 72—100 representing complete saturation. The maximum annual precipitation was 45.86 inches, in 1883; the minimum, 26.77 inches, in 1886. The highest mean annual temperature was that of 1878, 51.9°; the lowest that of 1875, 45.41°.

The climate is healthful and invigorating, although the winters are cold and the temperature in summer is liable to great and sudden changes; but an exceptionally well managed health department succeeds in keeping public health very high. The death rate of 20.25 per 1,000 population (May, 1892) is among the lowest for any city the size of Chicago on the globe. This is a remarkable fact when the unsanitary site, the rapid growth, and the crowded condition of some of its districts, tenanted by foreigners, are considered. It is also to be remembered that the United States census of 1880 gives 15 per cent. more children under five years of age than any other city of 200,000 population in America.

The death rates of the larger cities in May, 1892, were as follows:

New York,	-	-	25.73	per 1,000, per annum.
Boston,	-	-	23.70	" " " "
Philadelphia,	-	-	22.21	" " " "
Brooklyn,	-	-	20.55	" " " "

The population of Chicago, according to the census of 1890, was 1,099,850, the estimated population January 1, 1893, is 1,400,000, and by the school census of 1892 it amounted to 1,438,010.

Outside of London it is doubtful if any city in the world can show as large and as varied population as the city of Chicago.

Nationalities Comprising the Population of the City of Chicago:

American.....	292,463	Hollanders.....	4,912
German	384,958	Hungarians	4,827
Irish	215,534	Swiss.....	2,735
Bohemian.....	54,209	Roumanians.....	4,350
Polish.....	52,756	Canadians.....	6,989
Swedish	45,877	Belgians	682
Norwegian.....	44,615	Greeks.....	698
English	33,785	Spanish.....	297
French	12,963	Portuguese.....	34
Scotch.....	11,927	East Indians	28
Welsh.....	2,966	West Indians.....	37
Russian.....	9,977	Sandwich Islanders...	31
Danes	9,891	Mongolians	1,217
Italians.....	9,921		
			<hr/>
			1,208,669

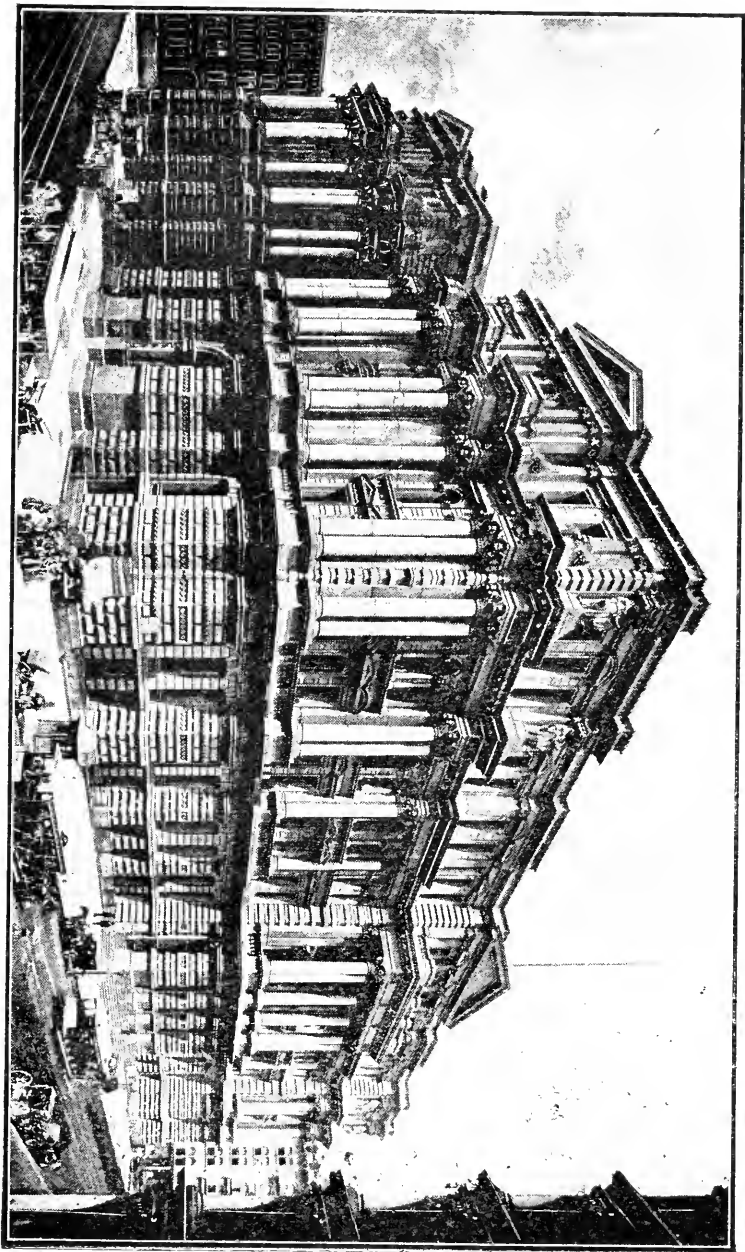
The negroes are said to number 13,000.

Court House and City Hall.

The Municipality of Chicago is housed in a magnificent twin building, the largest and most imposing of the public edifices of Chicago, one of the finest structures devoted to county and municipal purposes in the world. It occupies an entire square, bounded east and west by Clark and La Salle streets, and north and south by Randolph and Washington streets. In style a free treatment of the French Renaissance, it is built of upper silurian limestone, quarried mainly along the Des Plaines River, in this State, and adorned with massive columns of the finest granite. The length of each of the two façades is 340 feet, the width of the entire building 280 feet, and its height from the ground line 124 feet. The eastern half, fronting on Clark Street, is occupied by the various officials of Cook County, who are located in spacious and elegant apartments; the rooms devoted to the administration of justice being models of court-room convenience.

The interiors of the two buildings differ somewhat in arrangement, the City Hall being finished in white oak and much coloring, while the interior of the County Building is plain but rich. The notable apartments are the Council Chamber and the Public Library, on the fourth floor. Elevators are situated at both ends of the main corridor, and in the rotunda. The entrances to the

COUNTY COURT HOUSE AND CITY HALL, CLARK AND WASHINGTON STREETS.



City Building are on La Salle, Randolph, and Washington streets; those of the County Building, on Clark, Randolph, and Washington streets. The twin buildings cost, completed, \$4,400,000. The Public Library occupies the top floor of the City Building.

The city is divided by the Chicago River and its branches into three sections, known as the North, South, and West divisions, or, more properly, sides. These are connected by fifty-three swing bridges and three tunnels, the latter at Van Buren, Washington, and La Salle streets.

In 1892 there were 2,335 miles of streets, with a total area of 17,880 acres, and seventy-five miles of drives, within the city limits.

The Municipal Government of Chicago, like that of most American cities, consists of a Mayor and Common Council; with Departments of Health, Law, Police, Fire, Education, Public Works, Building, and Finance, and the City Clerk's, Treasurer's and Collector's departments.

The Mayor, City Clerk, Treasurer, Attorney, and Aldermen are elected by the people for a term of two years, the other officers and employes being appointed by the Mayor, or by the heads of the various departments.

The Mayor's power is supervisory over the various departments, controlling the police, and with a right of veto of any ordinance passed by the Council. The Mayor's salary is \$7,000 per annum.

The Common Council, or Board of Aldermen, meet every Monday evening, and is composed of sixty-eight Aldermen, two from each of the thirty-four wards into which the city is divided.

The Mayor is *ex officio* the presiding officer of the Common Council, in his absence an Alderman being chosen to fill his place.

To pass an ordinance over the Mayor's veto requires a two-thirds majority of the Council.

The city officers and departments have their offices in the City Hall, La Salle Street, between Washington and Randolph.

Financial.—The bonded debt of the city amounts to \$13,545,400, bearing interest at $3\frac{1}{2}$ to 7 per cent. The total annual interest paid on present bonded debt last year was \$825,350.40. The bonded debt has been increased by the issuance of 4 per cent. bonds—\$5,000,000—as authorized by the State Legislature for expenses of the World's Fair, which will make the city debt a little more than \$18,500,000. This is a much smaller debt than any other city of a similar size.

Courts, Prisons, and the Bar.

COURTS.

The Higher Courts.—The United States Court of Claims, Circuit, and District courts sit in the Postoffice Building. The Appellate Court of the First District of Illinois sits in room 411, Chicago Opera House Building. The Circuit, Superior, Probate, and County courts of Cook County hold session in the County Building.

The Criminal Court of Cook County is to be found in the Criminal Court Building, Michigan Street and Dearborn Avenue.

The Police Courts of Chicago are as follows:

First District, Harrison Street Station.

Second District, Maxwell Street Station.

Third District, Desplaines Street Station.

Fourth District, West Chicago Avenue Station.

Fifth District, Chicago Avenue Station.

Sixth District, Thirty-fifth Street Station.

Seventh District, Lake Avenue Station.

Eighth District, Stock Yards Station.

Ninth District, Englewood Station.

Tenth District, Sheffield Avenue Station.

PRISONS.

The Criminal Court and Jail is located on Dearborn Avenue, Michigan, and Illinois streets. The jail contains 300 cells. It may be visited at the same time as the North Side Water Works and Lincoln Park. Visiting days, Tuesday and Friday.

The Bridewell, or House of Correction, is located at South California Avenue, near West Twenty-third Street, and is reached by Blue Island Avenue cars. The building cost \$1,500,000, and is far from noteworthy or satisfactory. Of late years it has been much overcrowded; so much so as to hasten the construction of the wing lately completed.

The States Prison, or Penitentiary, for the detention of criminals sentenced, for more serious offenses, to longer terms of imprisonment, is situated at Joliet, forty miles distant from the city, and is reached by the Chicago, Rock Island & Pacific Railway. Depot, Van Buren and Sherman streets. Round trip, \$1.

Prisoners awaiting trial before justices for petty offenses are confined at the various police courts or stations.

The Police Force consists of 2,670 men, a much smaller number in proportion to the population and the amount of crime than is usually considered necessary. The force is under the command of a general superintendent. The numerical weakness of the force is to some extent made up for by the use of the telegraph and the patrol wagon. There were 70,550 arrests made in 1891, and fines aggregating \$464,850 were imposed. Two officers were killed and sixty-two wounded in the execution of their duty.

Patrol Service.—There are thirty-five police stations, including the Central Detail at the City Hall, and the officers patrolling streets have frequently to report to their respective stations by means of telephones placed in the 675 patrol boxes, being able to summon a patrol wagon, ambulance, or fire engines by the same method. There are thirty-nine patrol wagons and 179 horses in the service.

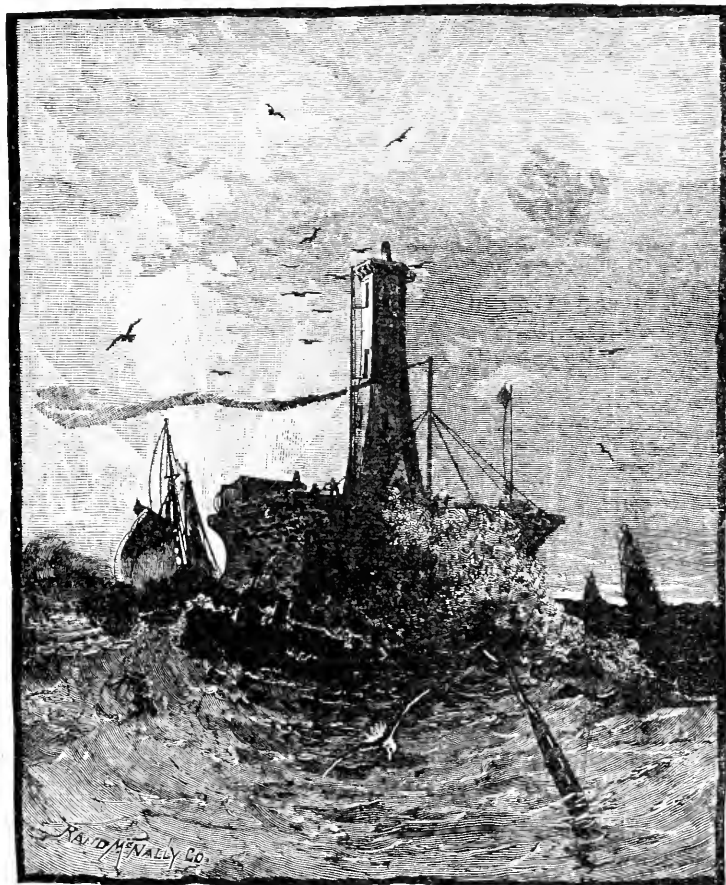
The Police Headquarters and the Detective Bureau are situated on the first floor and in the basement of the City Hall. Number of detectives, about fifty. The Central Detail are picked men, averaging six feet in height, and do day patrol duty at bridges, crossings, and depots in the heart of the city.

The Health Department is under the charge of a Commissioner of Health, and has offices in the basement of the City Hall having a large corps of inspectors employed.

The Fire Department and Insurance.

The Fire Department, with headquarters in the basement of the City Hall, possesses seventy-two steam fire engines, twenty-two chemical engines, twenty-eight hook and ladder trucks, two river fire boats, one stand-pipe and water-tower, and 421 horses, with a staff of 970 men. By the fire alarm telegraph system, established at a cost of nearly a million of dollars, an alarm can be instantaneously flashed to the nearest station from any part of the city. Strangers can not remain long in the city without having an opportunity of judging of the efficiency of the Fire Department, there being, on an average, three fires a day. With such alacrity are the alarms responded to, that the loss occasioned by the actual fires of 1891 is remarkably slight in comparison with

the experience of other cities. It has an adjunct of considerable importance in the Fire Insurance Patrol, established in 1871 by the underwriters of the city, and an organization admirably equipped and highly efficient.



The Crib, two miles off shore, in Lake Michigan.

Drainage, Water, and Lights.

Drainage.—Chicago deriving its water supply from Lake Michigan, the disposal of the drainage of the city was a serious and perplexing problem until, by a triumph of engineering skill,

the current of the Chicago River was reversed, and the stream made to run *out* of Lake Michigan into the Illinois and Michigan Canal, and thence through the Illinois River to the Mississippi. The drainage system is very thorough. There are over 888 miles of sewer, with more than 30,468 catch basins and 33,726 man-hole openings. Engineers are always busy with plans for improving the sewerage.

The Water Supply.—Foremost among the public works of Chicago is the costly and unique contrivance by which it draws its supply of water from the lake. Two miles from the shore there is fixed a very substantial structure, known, for the want of a better name, as the “Crib,” within which is an iron cylinder, nine feet in diameter, going down thirty-one feet below the bottom of the lake and connecting with two distinct tunnels, leading to separate pumping works on shore. The first tunnel constructed, communicating with the pumping works at the foot of Chicago Avenue, is five feet in diameter; this was commenced March 17, 1864, and finished March 25, 1867, costing \$457,844.95. The second tunnel, conveying water to the West Side Works, at the corner of Blue Island Avenue and Twenty-second Street, is seven feet in diameter and six miles in length. At the shore end of each tunnel the water is forced by enormous engines through the city. The total outlay for the entire system was about \$17,000,000. There are over 1,346 miles of main and distributing pipes, and the daily capacity of all the plants is 250,000,000 gallons.

The North Side Works may be visited at the same time as Lincoln Park and the Lake Shore Drive. (See Parks and Boulevards.) The tower (175 feet) affords one of the finest views of the city and harbor. Its ascent is safe and easy. The key can be obtained from the engineer.

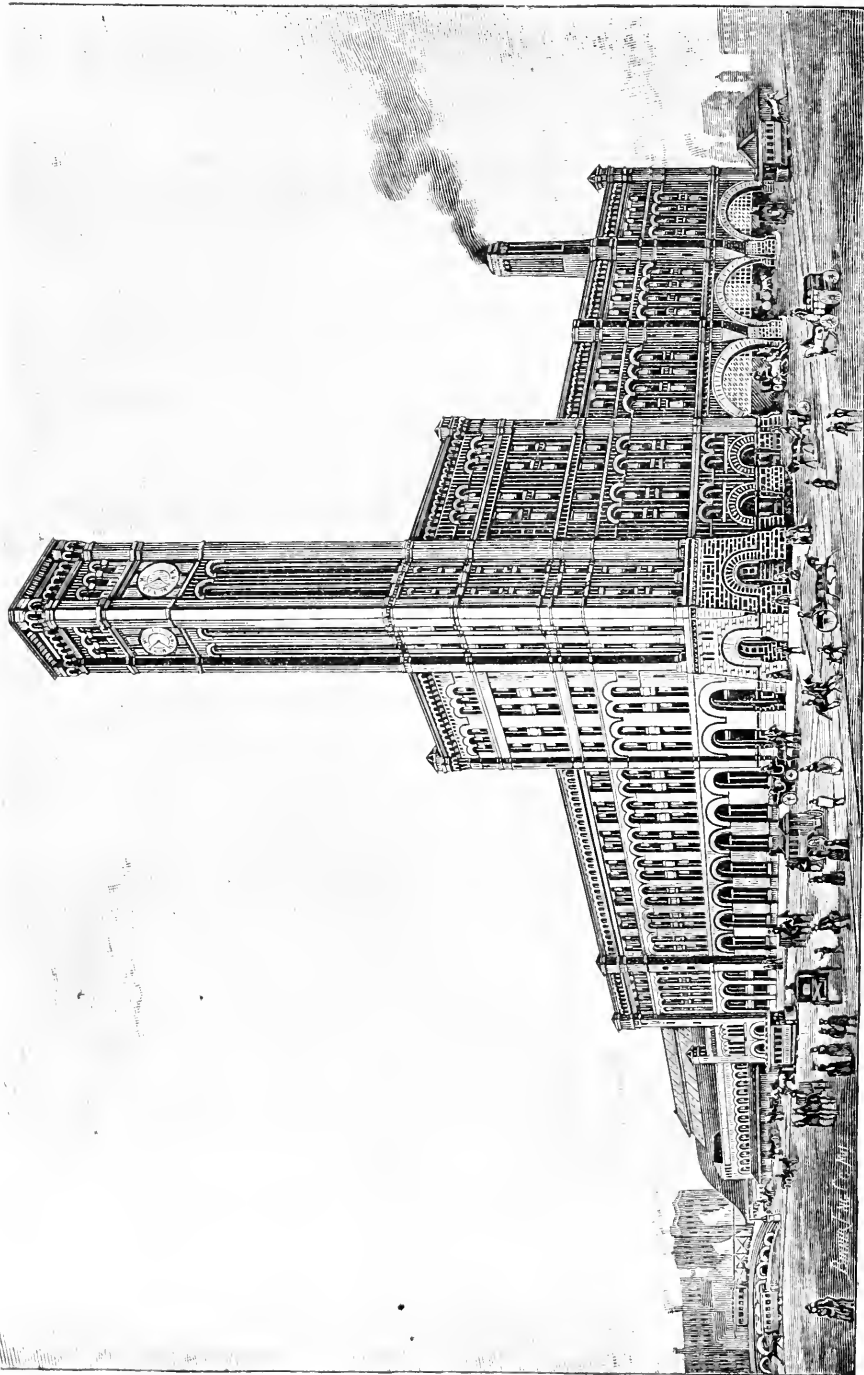
The West Side Works are in the lumber district. They may be reached by the Blue Island Avenue cars from Madison Street.

In 1887 a contract was entered into for the construction of a new tunnel from the foot of Peck Court, to be eight feet in diameter, and to extend 21,441 feet (four miles) out into the lake, connecting there in forty-five feet of water with a new crib. Work was begun June 11, 1888. The crib is in position, being two miles beyond a disused crib, and the tunnel completed. The

boring was completed June 22, 1892. The capacity of the new tunnel is 130,000,000 gallons daily, and it is in regular use.

Steamers and sailing yachts ply to the crib and breakwater, in the summer months (round trip 25 cents), from the Lake Front at the foot of Van Buren Street.

Illumination.—The city now lights 2,235 miles of streets, mainly with gas, for which there are over 37,000 lamps; but also by 1,092 electric arc lamps, the wires for which are principally carried in the subways, a system of iron tubes laid underneath the pavements of the principal streets.



GRAND CENTRAL PASSENGER STATION, HARRISON STREET AND FIFTH AVENUE.

II.

THE ARRIVAL IN CHICAGO.

Advice to Inexperienced Travelers.

An arrival in Chicago, or any other large city, alone and for the first time, is an ordeal to which many persons look forward with justifiable dread. What shall they do first—whither shall they go—what arrangements are to be made regarding baggage—how shall they find the proper way—how escape mischievous misleading of some sort and unnecessary expenses? These questions occur to many inexperienced travelers; and it is the purpose of this chapter to answer them, as to Chicago, as explicitly as possible.

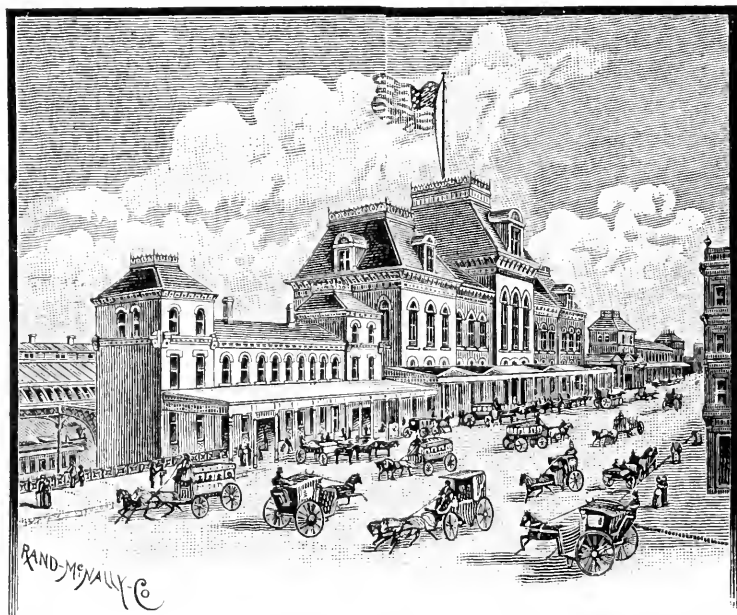
The vast city has many entrances. Indeed, as has been remarked, a passenger may enter Chicago in a luxuriously furnished sleeping car, and, without leaving it, reach one of the principal seaboard cities of the United States, as well as railway lines leading into Canada on the north and Mexico on the south. It is estimated that fully 175,000 people arrive and depart each day.

Several regular lines of steamships serve to convey passengers from lake ports, and, especially in summer time, when the water route is very pleasant traveling, are well patronized.

Railroad Depots.—Chicago is the center of 76,865 miles of railroad. Seven terminal depots accommodate the trains of thirty-five different companies, and about 100 way-stations within the city limits provide for the convenience of local passengers. The Union Depot, Canal Street, used by the Pittsburg, Fort Wayne & Chicago, the Chicago, Burlington & Quincy, Chicago, Milwaukee & St. Paul, and other railroads; the depot of the Michigan Southern and Rock Island roads, Van Buren Street; that of

the Chicago & North-Western, Wells and Kinzie streets; Dearborn Station, Dearborn and Polk streets, and the Grand Central Depot, are among the most prominent buildings in the city.

The first named is one of the largest and finest railroad depots in the world. Fronting on Canal Street, and extending from West Madison Street to West Adams Street, a distance of 1,200 feet, it occupies four entire blocks. Alighting under cover, passengers enter the lofty, commodious, and richly decorated ticket office, from which they pass either to the platforms or to any of the waiting rooms, retiring-rooms, or restaurants, with which this model depot is provided.



Union Depot, Canal and Adams Streets, used by the P., Ft. W. & C.; C., B. & Q.; C., M. & St. P., and C. & A.

The following list of railways, depots, and ticket offices will be found useful:

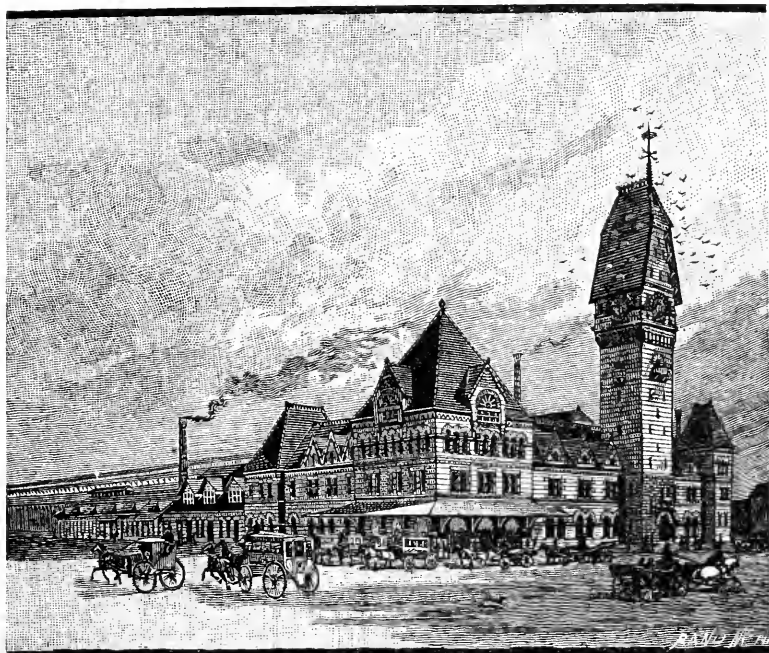
Atchison, Topeka & Santa Fe.—Depot, Polk Street and Third Avenue. Central ticket office, 212 Clark Street.

Baltimore & Ohio.—Grand Central Depot, Fifth Avenue and Harrison Street. City ticket office, 193 Clark Street.

Chicago & Erie.—Depot, Polk Street and Third Avenue. General offices, Phenix Building, cor. Clark and Jackson streets. City ticket office, 242 Clark Street.

Chicago & Alton.—Union Depot, Canal and Adams streets, West Side. General offices, Monadnock Building, cor. Jackson and Dearborn streets. City ticket office, 195 Clark Street.

Chicago & Eastern Illinois.—Depot, Polk Street and Third Avenue. General offices, First National Bank Building, cor. Dearborn and Monroe streets. City ticket office, 204 Clark Street.



Dearborn Station, cor. Fourth Avenue and Polk Street, used by C. & G. T.; Chi. & Erie; C. & E. I.; L., N. A. & C.; A., T. & S. F., and W., St. L. & P. Rys.

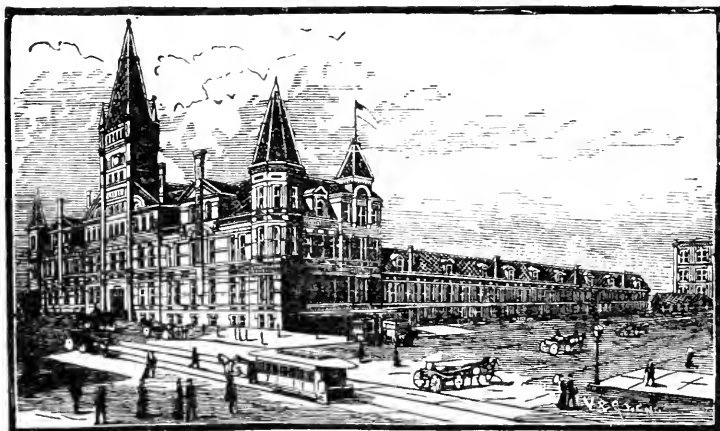
Chicago & Grand Trunk.—Depot, Polk Street and Third Avenue. General office, Monadnock Building, cor. Jackson and Dearborn streets. Central ticket office, 103 Clark Street.

Chicago & Northern Pacific.—Grand Central Depot, Fifth Avenue and Harrison Street. General offices at Grand Central Depot, Harrison Street and Fifth Avenue.

Chicago & North-Western.—Depot, Wells and Kinzie streets, North Side. General offices, N. W. cor. Fifth Avenue and Lake Street. Central ticket office, 206-208 South Clark Street.

Chicago, Burlington & Quincy.—Union Depot, Canal and Adams streets, West Side. City ticket office, 211 Clark Street, Quincy Building.

Cleveland, Cincinnati, Chicago & St. Louis ("The Big 4").—Illinois Central Depot, foot of Lake and Randolph streets. Central ticket office, 234 Clark Street.



C. & N.-W. Ry. Depot, cor. Wells and Kinzie Streets.

Chicago, Milwaukee & St. Paul.—Union Depot, Canal and Adams streets, West Side. Central ticket office, 207-209 Clark Street. General offices, Rand-McNally Building, cor. Adams and La Salle streets.

Chicago, Rock Island & Pacific.—Depot, Van Buren and Sherman streets. General office, Van Buren Street Station. Central ticket office, S. W. cor. Clark and Washington streets.

Chicago, St. Louis & Pittsburg.—Union Depot, Canal and Adams streets.

Chicago Great Western.—Grand Central Depot, Harrison Street and Fifth Avenue. General offices, Phenix Building, Jackson Street and Pacific Avenue. City ticket office, 188 Clark Street.

Illinois Central.—Depot, foot of Lake and Randolph streets.

General offices, 78 Michigan Avenue, near passenger depot. Central ticket office, 194 Clark Street.

Lake Shore & Michigan Southern.—Depot, Van Buren and Sherman streets. Chicago general office, Van Buren Street Station. Central ticket office, 66 Clark Street.

Louisville, New Albany & Chicago ("Monon Route").—Depot, Polk Street and Third Avenue. General offices, Monon Block, 320 Dearborn Street. City office, 73 Clark Street.

Michigan Central.—Depot, foot of Lake and Randolph streets. General office, Monadnock Building, cor. Jackson and Dearborn streets. City ticket office, 67 Clark Street, S. E. cor. Randolph.

Milwaukee, Lake Shore & Western.—City ticket office, 197 Clark Street.

New York, Lake Erie & Western.—Dearborn Station, cor. Polk Street and Third Avenue. Chicago general offices, Phenix Building, cor. Clark and Jackson streets. City ticket office, 242 Clark Street.

Northern Pacific.—Grand Central Depot, Harrison Street and Fifth Avenue. City ticket office, 210 Clark Street.

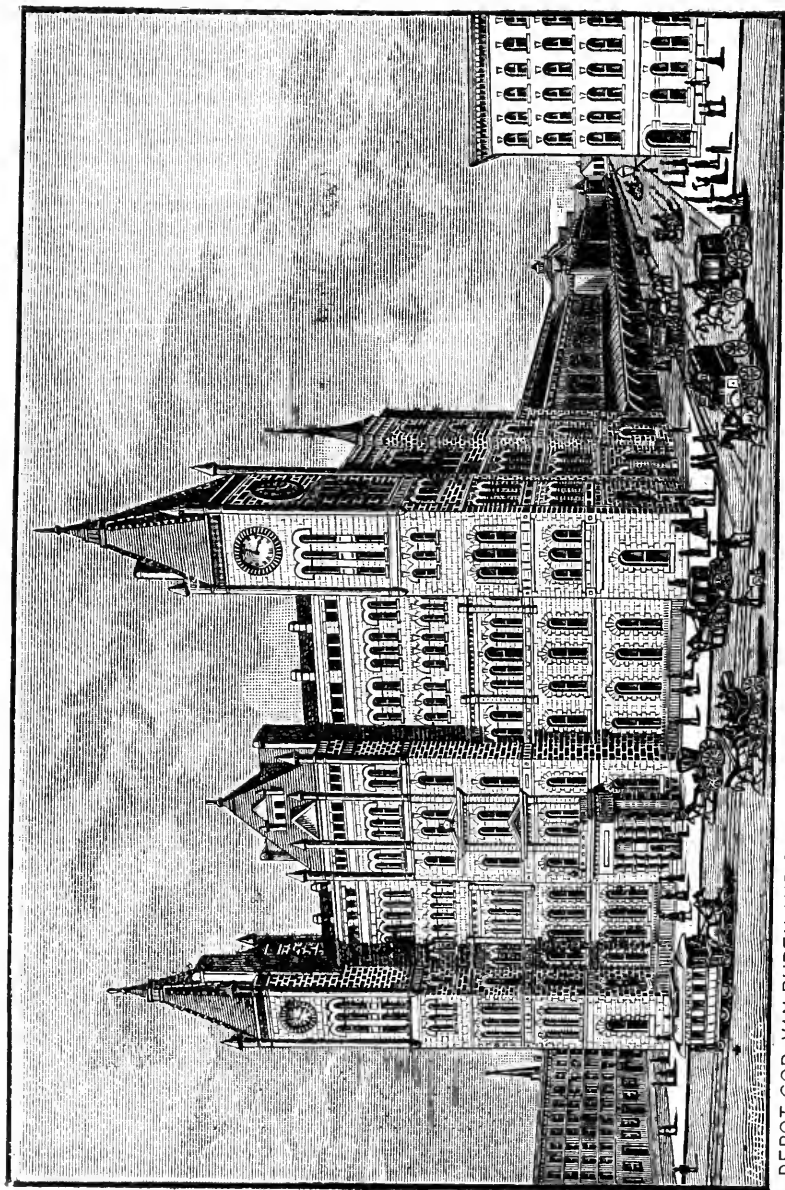
Pittsburg, Fort Wayne & Chicago.—Union Depot, Canal and Adams streets. City ticket office, Grand Pacific Hotel, cor. Clark and Jackson streets.

Union Pacific.—City ticket office, 191 Clark Street.

Wabash.—Depot, Polk Street and Third Avenue. City ticket office, 201 Clark Street.

Wisconsin Central Line.—Grand Central Depot, Harrison Street and Fifth Avenue. City ticket office, 205 Clark Street.

Twenty-eight railroads, operating forty systems, with nearly 40,000 miles of road, converge and center in Chicago, thus making it the greatest railroad city of the world. Two hundred and sixty-two through, express, and mail trains arrive or leave each day. In the same period, 660 local, suburban, or accommodation trains arrive or depart; 274 merchandise freight trains, and 164 grain, stock, and lumber trains reaching Chicago or leaving it in every twenty-four hours; thus making a grand total of 1,360 as the average daily movement of all classes of trains, an aggregate reached by no other city in the universe.



DEPOT COR. VAN BUREN AND SHERMAN STREETS, USED BY L. S. & M. S.; C., R. I. & P., AND N. Y., C. & ST. L. RYS.

Baggage Transfers and Delivery.

Various thoroughly reliable companies, at moderate charges, will convey baggage from or to the depots, or to any city address. The Frank Parmelee Company is to be found at any depot, or Brink's City Express reached by inquiry of a hotel clerk.

Outgoing Baggage.—When you get ready to leave the city, an expressman will call at your house and take and deliver your baggage at any station for from 25 to 50 cents a piece. Parmelee's Express Company will check your baggage at the house to your destination in any part of the country, so that you need have no trouble with it at the railway station; but you must have bought your railway ticket in advance, and must pay 10 cents additional for the accommodation.

Hack Ordinance.

Rates of Fare for Hacks, Cabs, and Other Two-horse Vehicles.—For conveying one or two passengers from one railroad depot to another railroad depot, \$1. For conveying one or two passengers not exceeding one mile, \$1. For conveying one or two passengers any distance over one mile and less than two miles, \$1.50. For each additional two passengers of same party or family, 50 cents. For conveying one or two passengers in said city any distance exceeding two miles, \$2. For each additional passenger of the same party or family, 50 cents. For conveying children between five and fourteen years of age, half the above price may be charged for like distances; but for children under five years of age no charge shall be made—provided that the distance from any railroad depot, steamboat landing, or hotel to any other railroad depot, steamboat landing, or hotel, shall in all cases be estimated as not exceeding one mile. For the use by day of any hackney coach or other vehicle drawn by two horses or other animals, with one or more passengers, per day, \$8. For the use of any such carriage or vehicle by the hour, with one or more passengers, with the privilege of going from place to place, and stopping as often as may be required, as follows: For the first hour, \$2; for each additional hour or part of an hour, \$1. Every passenger shall be allowed to have conveyed upon such vehicle, without charge, his ordinary traveling baggage, not exceeding in any case one trunk and twenty-five pounds of other baggage. For every additional package, where the whole weight of baggage is over one hundred pounds, if conveyed to any place within the city limits, the owner or driver shall be permitted to charge 15 cents.

Omnibus and Baggage Transfer Rates.—Omnibuses run between all the depots and to all the principal hotels, connecting with all passenger trains. The rate of fare to or from any depot or hotel is 50 cents, payable in exchange for a ticket to the agent on the train or to the collector in the vehicle. The price charged by the same company (Parmelee's) for transferring baggage to or from any train, and to or from any place within the city limits, is 50 cents for the first piece and 25 cents for each piece additional.

HANSOM CAB ORDINANCE.

Rates of Fare for Hansom Cabs and Other One-horse Vehicles.—The price or rates of fare to be asked or demanded by the owners or drivers of cabs or other vehicles drawn by one horse or other animal for the conveyance of passengers for hire, shall be not more than as follows: One mile, or fraction thereof, for each passenger for the first mile, 50 cents. One mile, or fraction thereof, for any distance after first mile, for one or more passengers, 25 cents. For the first hour, 75 cents. For each quarter-hour additional after first hour, 20 cents. For service outside of city limits and in the parks, for the first hour, \$1. For each quarter-hour additional after the first hour, 25 cents. The provision regarding amount of baggage allowed free, and rates of charge for excess, is the same as in the Hack Ordinance.

Hotels, Lodging Houses, and Restaurants.

HOTELS.

Chicago has reason to be proud of its hotels, which are almost numberless, and year by year increase in excellence of service and splendor of appointments. The World's Fair City stands unrivaled for its accommodations for visitors. There are at the present time about 750 hotels, large and small, with a united capacity sufficient to care comfortably for at least 150,000 extra guests. This is entirely outside of the enormous number of boarding and private houses, which, in an emergency, would probably double this estimate. It is quite within reason to look forward to an increase of at least one-fourth more in these accommodations before the opening of the Fair. In addition to the above large number of hotels, there are in Chicago at the present time over 700 restaurants and cafés, with a feeding capacity of at least 100,000 persons daily. The hotels are scattered all over the city, and run the scale of prices from the palatial accommodations offered at some, \$6 to \$10 per day, to the cheap (not necessarily also nasty) 50 cent or \$1 house.

Extras.—In all hotels, baths (when no bath is attached to the bedroom which you occupy) and fires, or, in some cases, the turning on of steam heat, are charged as extras. The fire is usually one of hard coal in an open grate, and costs from 50 cents to \$1 a day; and 50 cents is the ordinary charge for a bath. In almost every hotel will be found telegraph offices; and in many, railway ticket offices, and agents of the baggage transfer companies and carriage lines. These men are authorized, and may be dealt with without hesitation.



The Granada Hotel, Corner of Rush and Ohio Streets.

The following is a list of principal hotels in or near the business district :

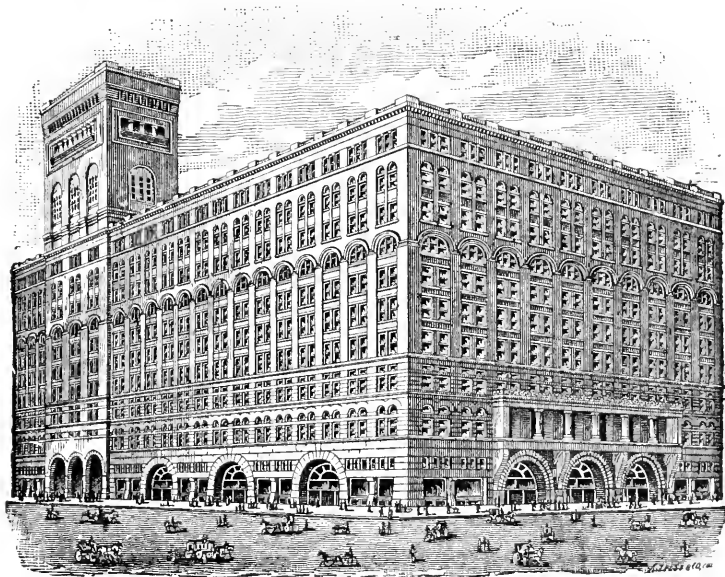
- Atlantic Hotel (American), Van Buren and Sherman. Rates \$2.00 to \$4.00.
- Auditorium Hotel (American), Congress and Michigan Ave. Rates \$5.00 to \$20.00.
- Auditorium Hotel (European), Congress and Michigan Ave. Rates \$5.00 to \$20.00.
- Barnes House (European), Randolph and Canal. Rates 75c. to \$1.50.

- Briggs House (American), Randolph and Fifth Ave. Rates \$2.50 to \$3.50.
 Brunswick Hotel (American), Adams and Michigan Ave. Rates \$2.50 to \$4.00.
 Burke's Hotel (European), 140-142 Madison. Rates \$1.00 to \$2.50.
 Clifton House (American), Wabash Ave. and Monroe. Rates \$2.50 to \$3.50.
 Commercial Hotel (American), Lake and Dearborn. Rates \$2.00 to \$3.00.
 Continental Hotel (American), Wabash Ave. and Madison. Rates \$2.00 to \$3.00.
 Cosmopolitan Hotel (European), 305-307 Clark. Rates 75c. to \$1.50.
 Deming Hotel (European), Clark and Madison. Rates \$1.00 to \$2.50.
 Gault House (American), Madison and Clinton. Rates \$2.00 to \$3.00.
 Goldston's Hotel (American), 284-288 Wabash Ave. Rates \$2.00 to \$3.00. (Jewish.)
 Gore's Hotel (European), 266-274 Clark. Rates \$1.00 to \$3.00.
 Granada Hotel (European and American), Rush and Ohio. (Private and high-priced.)
 Grand Pacific Hotel (American and European), Clark and Jackson. Rates \$3.00 to \$15.00.
 Great Northern Hotel (European), Jackson and Dearborn. Rates \$2.00 to \$8.00.
 Hotel Bordeaux (European), 339 Michigan Ave. Rates \$2.50 to \$5.00.
 Hotel Brevoort (European), 143-145 Madison. Rates \$1.00 to \$3.00.
 Hotel Brewster (European), corner Dearborn and Van Buren. Rates 75c. to \$2.00.
 Hotel Cortland (American), 16-22 Adams. Rates \$2.00 to \$3.00.
 Hotel Grace (European), Clark and Jackson. Rates \$1.00 to \$3.00.
 Hotel Henrici (European), 70-72 Randolph. Rates 75c. to \$2.00.
 Hotel Imperial (European), Twelfth and Michigan Ave. Rates \$3.00 to \$15.00.
 Hotel Stanford (European), Thirteenth and Michigan Ave. Rates \$2.50 to \$5.00.
 Kuhn's Hotel (European), 165-169 Clark. Rates \$1.00 to \$3.00.
 Leland Hotel (American), Michigan Ave. and Jackson. Rates \$3.00 to \$10.00.
 McCoy's Hotel (European), Van Buren and Clark. Rates \$1.00 to \$3.00.
 McEwan's Hotel (European), 81-95 W. Madison. Rates 75c. to \$1.50.
 Madison House (European), 164-166 Madison. Rates 75c. to \$1.50.
 Marquette Hotel (European), Adams and Dearborn. Rates \$1.00 to \$3.00.
 Merchants' Hotel (European), Lake and Clark. Rates 75c. to \$1.50.
 Palmer House (American), Monroe and State. Rates \$3.00 to \$15.00.
 Revere House (American), Clark and Michigan, Rates \$2.50 to \$4.00.
 Richelieu Hotel (European), Michigan Ave., near Jackson. Rates \$3.00 to \$17.00.
 Saratoga Hotel (European), 155-161 Dearborn. Rate \$1.00.
 Sherman House (American), Clark and Randolph. Rates \$3.50 to \$6.00.
 Tremont House (American), Lake and Dearborn. Rates \$3.00 to \$5.00.
 Victoria Hotel (American), Van Buren and Michigan Ave. Rates \$4.00 to \$8.00.
 Virginia Hotel (American), Rush and Ohio. (Private and high-priced.)
 Washington Hotel (European), Madison and Canal. Rates 75c. to \$1.50.
 Wellington Hotel (European), Wabash Ave. and Jackson. Rates \$3.00 to \$15.00.
 Windsor Hotel (European), 145-153 Dearborn. Rates \$1.00 to \$2.50.

The following is a list of some of the leading hotels outside the business district :

- Alabama Hotel (American and European), Bowen and Berkley Ave. Rates \$2.50 to \$3.00.
 Alhambra Hotel (American), State and Archer Ave. Rates \$2.50 to \$3.50.
 Chicago Beach Hotel, Fifty-first and East End Ave. Rates \$4.00 to \$15.00.

- Clarendon Hotel (American), Clark and Ontario. Rates \$2.50 to \$4.00.
 Columbia Hotel (American and European), Thirty-first and State. Rates \$2.00 to \$4.00.
 Cornell Avenue Hotel (European), Cornell Ave., between Fifty-first and Fifty-second. Rates \$1.50 to \$4.00.
 Hampden Hotel (American and European), Thirty-ninth and Langley Ave. Rates \$2.00 to \$5.00.
 Hotel Alvord (American), N.-W. corner Oakwood Boulevard and Cottage Grove Ave. Rate \$2.00.
 Hotel Beatrice (European), Fifty-seventh and Madison Ave. Rates \$2.50 to \$5.00.
 Hotel Buckner (American and European), 5479 Lake Ave. Rates \$2.50 and upwards.
 Hotel Delavan (European), Ontario and Clark. Rates \$1.00 to \$2.50.
 Hotel Drexel (American) 3956 Drexel Boulevard. Rates \$2.00 to \$4.00.
 Hotel Edwards (American), 328 to 336 Washington Boulevard. Rates \$1.50 to \$2.50.



The Auditorium Hotel, corner of Michigan Avenue and Congress Street.

- Hotel Holland (American and European), Fifty-third and Lake Ave. Rates \$2.50 to \$4.00.
 Hotel La Vita, 211 Dearborn Ave. (American). Rates \$2.50 to \$4.50.
 Hotel Metropole (American and European), Twenty-third and Michigan Ave. Rates \$4.00 to \$15.00.
 Hotel Norwalk (American and European), opposite South Park Station. Rates \$2.00 and upwards.
 Hotel Vendome (American), Centre and North Park aves. Rates \$2.00 to \$4.00.
 Hotel Willard (American), Eighteenth and Wabash Ave. Rates \$2.50 to \$3.50.
 Hotel Woodruff (American), 2103 Wabash Ave. Rates \$2.50 to \$5.00.
 Hyde Park Hotel (American), Fifty-first and Lake Ave. Rates \$3.00 to \$8.00.

- Julian Hotel (American), Sixty-third and Stewart Ave. Rates \$3.00 to \$6.00.
- Lexington Hotel (American), Twenty-second and Michigan Ave. Rates \$3.50 to \$25.00.
- Oakland Hotel (American and European), Oakwood Ave. and Drexel Boulevard. Rates \$2.50 to \$5.00.
- Southern Hotel (American), Twenty-second and Wabash Ave. Rates \$2.00 to \$4.00.
- Strickland Hotel (European), Lake Ave., between Thirty-eighth and Thirty-ninth. Rates \$1.50 to \$6.00.
- The Albany, 2400 Wabash Ave. (American). Rates \$1.50 and upwards.
- The Columbia European, 196 Fifty-fifth. Rates \$1.50 and upwards.
- The Mecca Hotel (American and European), Thirty-fourth and State. Rates \$1.00 to \$4.00.
- The Parkside Hotel (European), Stony Island Ave. and Sixty-third. Rates \$2.50 to \$6.00.
- The Pullman Hotel (American and European), Fifty-fifth, Washington and Madison aves. Rates \$2.00 to \$5.00.
- Transit House (American), Union Stock Yards. Rates \$2.00 to \$3.50.
- West End Hotel (American), 503 West Madison. Rates \$1.50 to \$2.50.
- Westminster Hotel (American), 264 and 266 North Clark. Rates \$2.00 to \$3.50.
- Wyndham Hotel (American), 2932 and 2934 Prairie Ave. Rates \$2.00 to \$3.50.
- Yorkshire Hotel (American), 1837 Michigan Ave. Rates \$2.50 to \$3.50.



The Virginia, corner of Rush and Ohio Streets.

The Virginia, corner Rush and Ohio streets, was erected by Mr. Leander J. McCormick, so well known from his long connection with the McCormick reaper, and every detail of construction and furnishing has been carried out with the intention to produce an *absolutely fire-proof* building, and a finished hotel second to no other.

The hotel is conducted on the American plan. It is located in the most fashionable residence section, and yet in such close proximity to the business district that guests can reach the City Hall, Board of Trade, theaters, etc., in a few moments' time.

To those seeking quiet and luxurious surroundings, the Virginia offers advantages possessed by no other hotel in the city.

Lodging and Boarding Houses.

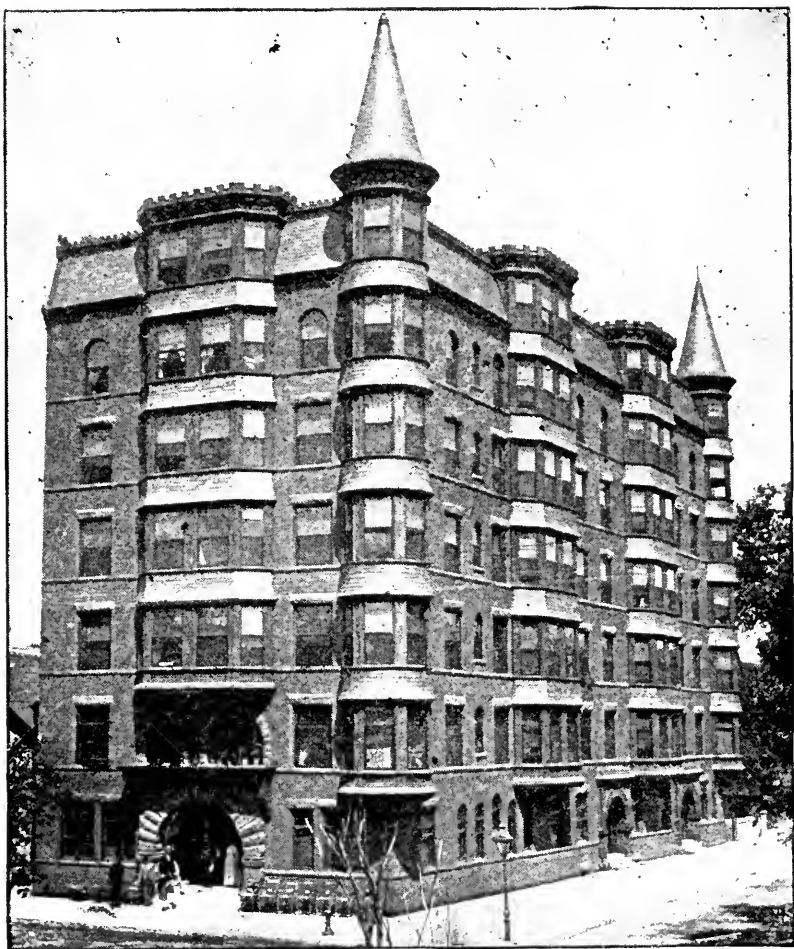
Furnished Rooms.—Private lodgings or "furnished rooms," as the Chicago phrase goes, are preferred to a hotel by many persons, and in some respects are to be recommended. A list of advertisements is to be found in any of the daily papers, while an advertisement inserted by any visitor will produce a host of replies, from which selection can be made after inspection and discussion of terms. This is by far the best method to pursue in this respect.

Boarding Houses.—These are to be obtained in the same manner as furnished rooms. The prices vary from \$6 for the cheapest to six times that amount per week, according to location, *cuisine*, and accommodations. They number over 1,100.

Baths.—At every hotel, and in all of the larger barber shops in Chicago, a bath may be obtained, either hot, cold, or shower, with soap and towels, uniform price 25 cents. Russian and Turkish baths are numerous, the principal ones being at the Palmer House, Monroe and State streets; Grand Pacific Hotel, Clark and Jackson streets; McCoy's Hotel, Clark and Van Buren streets; and Hotel Brevoort, 143-145 Madison Street.

Restaurants.

General Restaurants.—Few cities in the world are better supplied with restaurants and eating houses of every kind than Chicago, and a very large number of the city's inhabitants live wholly at them. Seven hundred and over in number, they are to be found in every street of the city, and vary from the grandeur and excellence of *cuisine* to be found at the Richelieu, Auditorium, or Kinsley's, 105 Adams Street (the Chicago Delmonico), to the 5 cent "beaneries" of savory South Clark Street. The restaurants of the principal hotels are good and reliable; besides these,



THE CAMBRIDGE APARTMENT AND HOTEL BUILDING,
Corner of Thirty-ninth Street and Ellis Avenue.

Chapin & Gore's, 73 Monroe Street, Burke's, The Saratoga, The Lakeside, Kohlsaat's, 196 Clark Street, The Grand Pacific, 240 Clark Street, and the Columbia Lunch Room, 148 Monroe Street, are worthy of a visit, and excellent in fare.

Oyster Saloons are common everywhere, the most prominent of which are Rector's Oyster House, Dearborn and Monroe streets, and the Boston Oyster House, 120 Madison Street.

Ladies are not supposed to go to the chop houses. Their favorite luncheon places, when shopping, are at the magnificent restaurants provided in the large stores. Especially favored by the fair sex are the restaurants provided in large department stores, such as Marshall Field & Co.'s, Mandel's, Carson Pirie's, The Fair, and Siegel, Cooper & Co.'s. Many restaurants specially reserve seats for ladies, and so announce on signs at their doors.

Foreign Consuls.

The various Foreign Consuls located in Chicago, useful in many respects to tourists, are set out below:

Argentine Republic, P. S. Hudson, 83 Jackson Street.

Austria-Hungary, Henry Claussenius, Consul; Edward Clausenius, Vice Consul, 78 and 80 Fifth Avenue.

Belgium, Charles Henrotin, 167 Dearborn Street.

Denmark, Otto A. Dreier, Vice-Consul, 209 Fremont Street.

France, Edmond Bruwaert, Consul General; Jules Heilmann, Chancellor, 70 La Salle Street.

German Empire, Dr. Ludwig Arendt, Acting Consul, Room 25 Borden Block.

Great Britain, Colonel Hayes Sadler, Consul; R. H. Hayes Sadler, Vice Consul, Room 4, 72 Dearborn Street.

Italy, Conte V. Manassero di Costigliole, Consul, Room 1, 110 La Salle Street.

Mexico, Felipe Berriozabal, Jr., Consul, Room 30, 126 Washington Street.

Netherlands, Geo. Birkhoff, Jr., Consul, 85 Washington Street.

Russia, P. de Thal, Consul, 2426 Prairie Avenue.

Sweden and Norway, Peter Svanoë, Vice Consul, Room 1, 153 Randolph Street.

Switzerland, Louis Boerlin, Consul; Julius Wegmann, Vice Consul, 165 Wabash Avenue.

Turkey, Charles Henrotin, Consul, 167 Dearborn Street.

III.

GETTING ABOUT THE CITY

A few words as to the various methods of getting about the city will be appropriate and useful:

Elevated Railways.—One of the few matters in which Chicago is not well abreast of the times is in relation to elevated railroads. The reasons given are various, and some seem strange, if true. With alleyways made, as it were, for the necessary structure, Chicago has but one line, and that on the South Side, denuded of half its usefulness by the location of its depot, on Congress Street, away from the business center. This line, which is located in the alley between Wabash Avenue and State Street, is intended to serve as one of the principal routes to the World's Fair grounds. It has twenty locomotives, sixty cars, thirty-seven miles of track, and will cost when completed \$6,750,000. Partially opened for traffic on June 6, 1892, it will, when completed, reach Jackson Park in thirty two minutes. The stations are: Congress Street (down town terminus), Twelfth, Eighteenth, Twenty-second, Twenty-sixth, Twenty-ninth, Thirty-first, Thirty-third, Thirty-fifth, Thirty-ninth, Indiana Avenue (here the line crosses to the alley between Prairie and Calumet avenues), Forty-third, Forty-seventh, Fifty-first, Fifty-fifth, Fifty-eighth, Sixty-first, South Park, Cottage Grove, Lexington, Madison, Stony Island, and Jackson Park. Fare, 5 cents single journey. The completion of the road past Fortieth is being rapidly hastened ready for World's Fair traffic, and the extension of the system into the heart of Chicago is confidently hoped for by the company. Projects are also afoot to provide "L" roads for the West and South sides, the Council Committees on Streets and Alleys, West and South, having

decided to recommend to the Council for passage an ordinance granting the Chicago & Suburban Rapid Transit Company a franchise to maintain an elevated road on the West and South sides. The ordinance provides for a route from Lake Street to the South Branch, between Canal and Morgan streets, thence across the river and to the city line, between Wentworth and Western avenues. One branch is to run between Thirty-ninth and Forty-seventh streets east to Lake Avenue, and another west to Western Avenue, between the same streets. A third runs east to Stony Island Avenue, between Sixty-seventh and Seventy-first streets. As recommended, the ordinance provides that police and firemen shall be carried free; that the company shall always keep the girders at least fourteen feet above the streets at whatever grade there may be established. The use of streets and avenues for a right of way is forbidden, and the company is required to furnish four miles of double track within two years.

Cable and Horse Car Routes.

A detailed list of the street railways is here appended for travelers' use and ready reference.

South Side System.—Fare, 5 cents. Transfers to or from any of the main or branch lines may be had from the conductor without additional charge.

Wabash Avenue and Cottage Grove Avenue Cable lines—Trains bearing sign "Hyde Park" run on Wabash to Twenty-second, to Cottage Grove, to Fifty-fifth Street, to Jefferson, to Fifty-sixth, to Lake Avenue. Time, fifty-three minutes.

Trains bearing sign "71st st. and Oakwoods" run same as above to Fifty-fifth Street, continuing on Cottage Grove to Seventy-first. Time, fifty-five minutes.

Indiana Avenue cars are attached to the Wabash and Cottage Grove cable trains as far south as Eighteenth Street, whence they are drawn by horses east to Indiana Avenue, and south to Fifty first Street.

Horse-cars run from Washington Street, south on Clark to Van Buren, and east on Van Buren to Wabash Avenue, transferring passengers there to the Cottage Grove cable line.

State Street Cable line—Trains bearing sign "39th" run south on State Street to Thirty-ninth. Time, thirty minutes. All other State Street cable trains run to Sixty-third Street. Time, forty-six minutes.

Archer Avenue cars attached to State Street cable trains are dropped at Archer Avenue, and horses draw them to Thirty eighth Street and Kedzie Avenue on Archer. Time, sixty-two minutes.

Wallace, Hanover, and Butler streets cars, attached to State Street cable trains, are dropped at Archer Avenue, thence by horses on Archer to Hanover, to Twenty-ninth Street, to Butler Street, to Thirty-first Street, to Wallace, to Thirty-ninth. Time, forty minutes.

From the State Street cable, passengers may be transferred to:

Twenty-second Street line, Cottage Grove Avenue to South Branch Chicago River.

Twenty-sixth Street line, Cottage Grove Avenue to Halsted Street.

Thirty-first Street line, Illinois Central tracks (lake shore) to South Branch Chicago River.

Thirty-fifth and Stanton Avenue—From State Street to Stanton Avenue, to Thirty-ninth Street.

Thirty-ninth Street and Stock Yards line, Cottage Grove Avenue to Wentworth Avenue, to Root Street, to Stock Yards.

Forty-third Street line, Illinois Central tracks to State, to Root Street, to Stock Yards.

Forty-seventh Street line, State to Ashland Avenue.

Fifty-first Street line, State to Grand Boulevard (Washington Park).

Sixty-first Street or Woodlawn line, State to Cottage Grove Avenue, to Sixty-third, to Illinois Central tracks.

Sixty-third Street line, on Sixty-first Street, State to Wentworth Avenue, to Sixty-third, to Ashland Avenue.

Auburn Park line, on Sixty-first Street, State to Wentworth Avenue, to Vincennes Avenue, to Seventy-ninth, to Halsted.

Sixty-ninth Street line, on State, Sixty-fourth Street, to Vincennes Avenue, to Sixty-ninth, to Leavitt Street.

Wentworth Avenue line, from Washington Street, on Clark, to Archer Avenue, to Wentworth Avenue, to Sixty-third.

Halsted Street line—Horse-cars connect with the West Side street cars at Halsted and O'Neil streets, running south on Halsted to Sixty-ninth Street.

Ashland Avenue line—From Archer Avenue, on Ashland, to Sixty-ninth Street.

These lines transfers passengers east or west on any of the cross-town lines intersecting them.

Northwest Side System.—Fare, 5 cents—*Milwaukee Avenue Cable line*, from Madison, on La Salle to Randolph, to Fifth Avenue, to Washington, through tunnel to Desplaines, to Milwaukee Avenue, to Armitage Avenue. Forty minutes.

Milwaukee and North avenues line, via Milwaukee Avenue cable to West North Avenue, to Fortieth Street. Forty-five minutes.

Noble Street line, via Milwaukee Avenue cable to Noble Street, to Blackhawk, to Holt, to North Avenue, to Ashland Avenue, to Clybourn Place, to Wood Street. Forty minutes.

Division Street line, via Milwaukee Avenue cable to West Division Street, to California Avenue. Forty minutes.

Chicago Avenue line, via Milwaukee Avenue cable to Chicago Avenue, to California Avenue, to Division Street. Time, fifty minutes.

Indiana Street line—From State, on Randolph, to Halsted, to Indiana, to Western Avenue. Forty minutes.

West Side System.—Fare, 5 cents. *Lake Street line*—From State, on Lake Street, to West Fortieth Street. Fifty minutes.

Randolph Street line—From State, on Randolph and West Lake to Western Avenue. Thirty-five minutes.

Madison Street Cable line—From La Salle and Madison, through Washington Street tunnel, and on West Madison to West Fortieth Street. Thirty-five minutes.

Ogden Avenue line—From La Salle and Madison, via Madison Street cable to Ogden Avenue, thence on Ogden Avenue to Mil-lard Avenue. Fifty-five minutes.

Harrison and Adams Street line—From Michigan Avenue, on Adams, to Desplaines, to Harrison, to Western Avenue. Forty minutes.

Center Avenue and Adams Street line—From Michigan Avenue, on Adams, to Center Avenue, to Twenty-first Street, to Western Avenue. Fifty minutes.

Van Buren Street line—From State, on Madison, to Fifth Avenue, to Van Buren, to Western Avenue. Forty minutes.

Also from State, on Van Buren, to Kedzie Avenue. Forty minutes.

Blue Island Avenue line—From Washington, on State, to Madison, to Clinton, to Adams, to Halsted, to Blue Island Avenue, to Western Avenue. Fifty minutes.

South Halsted Street line—From State, on Randolph, to Halsted, to O'Neil Street, connecting with Halsted Street cars of the South Side system. Forty minutes.

Clinton and Jefferson Street line—From State, on Randolph, to Clinton, to Twelfth, to Jefferson, to Meagher Street. Thirty-five minutes.

Taylor Street line—From Washington, on Michigan Avenue, to Adams, to Fifth Avenue, to Harrison, to Canal, to Taylor, to Western Avenue. Forty minutes.

Twelfth Street line—From Randolph, on State, to Madison, to Fifth Avenue, to Twelfth Street, to Douglas and Central Park Boulevard. Forty-five minutes.

Also from State, on Van Buren, to Jefferson, to Twelfth, to Douglas and Central Park Boulevard. Fifty minutes.

Eighteenth Street line—From State, on Randolph, to Halsted, to Eighteenth, to Leavitt, to Blue Island Avenue. Sixty minutes.

Canalport Avenue line—From State, on Washington, to Clinton, to Harrison, to Canal, to Canalport Avenue, to Halsted, to O'Neil. Forty minutes.

Ashland Avenue and Sangamon Street line—From Michigan Avenue, on Adams, to Sangamon, to Austin Avenue, to Centre Avenue, to Erie, to Ashland Avenue, to Clybourn Place. Fifty-five minutes.

North Side System.—Fare, 5 cents.—*City Limits Cable line*—From Monroe, on Dearborn, to Randolph, to La Salle, through tunnel to Illinois, to Clark, to Diversey Avenue. Thirty minutes.

Also from Monroe, on Dearborn, to Randolph, to La Salle, through tunnel to Illinois, to Wells, to Clark (at Wisconsin Street), to Diversey Avenue. Thirty minutes.

Lincoln Avenue Cable line—Two routes same as above, to Clark and Center streets; from Clark, on Center, to Lincoln Avenue, to Wrightwood Avenue, connecting here with several minor horse-car lines. Thirty-five minutes.

Clark Street, Fullerton and Webster Avenues line—Via Lincoln Avenue cable to Lincoln and Fullerton avenues, on Fullerton Avenue, to Racine Avenue, to Webster Avenue. Forty minutes.

Garfield Avenue and Center Street line—Via Lincoln Avenue cable to Lincoln and Garfield avenues, on Garfield Avenue, to Racine Avenue. Forty minutes.

Clybourn Avenue line—Via Wells Street cable to Division Street, on Division, to Clybourn Avenue, to Fullerton Avenue. Forty-five minutes.

Sedgwick Street line—From Washington, on Clark, to Kinzie, to Market, to Division, to Sedgwick, to Center Street. Thirty minutes.

Larrabee Street line—From Washington, on Clark, to Kinzie, to Market, to Chicago Avenue, to Larrabee, to Lincoln Avenue. Thirty-five minutes.

Halsted Street line—Via Clybourn Avenue cable to Halsted, to Evanston Avenue. Time, fifty minutes.

Division Street line—Via Clybourn Avenue cable to Division, to Milwaukee Avenue. Thirty-five minutes.

State and Division Streets line—From Lake, on State, to Division, to Clark. Fifteen minutes.

The Calumet Electric Road consists of two lines—one extending from the southern terminus of the South Side cable road, at Cottage Grove Avenue and Seventy-first Street, south to Ninety third Street, and east on Ninety third Street to South Chicago; the other from Cottage Grove Avenue, west on Ninety-

fifth Street, to Michigan Avenue, south on Michigan Avenue, to 119th Street, and passes through Roseland, Kensington, Burnside, Dauphin Park, and Grand Crossing. Fare, 5 cents.

The Cicero & Proviso Electric Road extends from the western terminus of the West Madison Street cable system to Harlem Avenue, Concordia, Waldheim, and Maywood. Fare, 5 cents.

Chicago possesses one of the most complete systems of street railways in the world, being literally gridironed with their tracks. The three divisions of the city are operated by separate companies, with an aggregate of 396 miles of track. The cars are used by about 600,000 persons a day. The fare is uniformly 5 cents.

The North Chicago City Railway Company has 80 miles of track (of which 12 miles are operated by cable) and owns 354 cars, and 1,823 horses, and several cable engines, aggregating 2,700 horse-power.

The company operating the West Division has 144 miles of track. Its equipment is 1,289 cars and 4,178 horses. Its official title is the West Chicago Street Railroad Company, operating the Chicago West Division Railway and the Chicago Passenger Railway.

The South Side is operated by the Chicago City Railway Company, which has, to a large extent, dispensed with the use of horses by the adoption of the cable system. The first section was opened in 1882, since which time it has been extended to 148 miles, of which 35 miles are cable. Its equipment includes 1,472 cars, 2,500 horses, 3 steam motors of 30 horse-power each, and cable engines aggregating 10,000 horse-power. The principal cable station is situated at Twentieth and State streets.

Strangers will do well to remember that throughout the city the street cars will stop only at the farther side of street crossings, except in the middle of long blocks, where stopping places are indicated by signs.

Omnibuses meet all the important trains at the terminal depots, to transfer passengers from one depot to another, or to convey them to the hotels. Fare, 50 cents.

Carriages may be ordered at any of the principal hotels.

Postoffice and Postal Facilities.

The General Postoffice is to be found in the heart of the business center, occupying, with the Custom House, Federal Courts, and U. S. Department offices, the entire block bounded by Adams, Clark, Jackson, and Dearborn streets. The "general delivery" (*poste restante*) and stamp-selling windows are on the ground floor at the Clark Street side of the building, the money order branch on the Dearborn Street side of the same floor, the entire basement and first floor being occupied by the postal authorities. Stamps can be bought all night as well as during the day, except that on Sunday the office is open only from 11.30 A. M. to 12.30 P. M. The money order department is open from 9 to 5, the registered letter and other offices are open from 9 to 6, week-days.

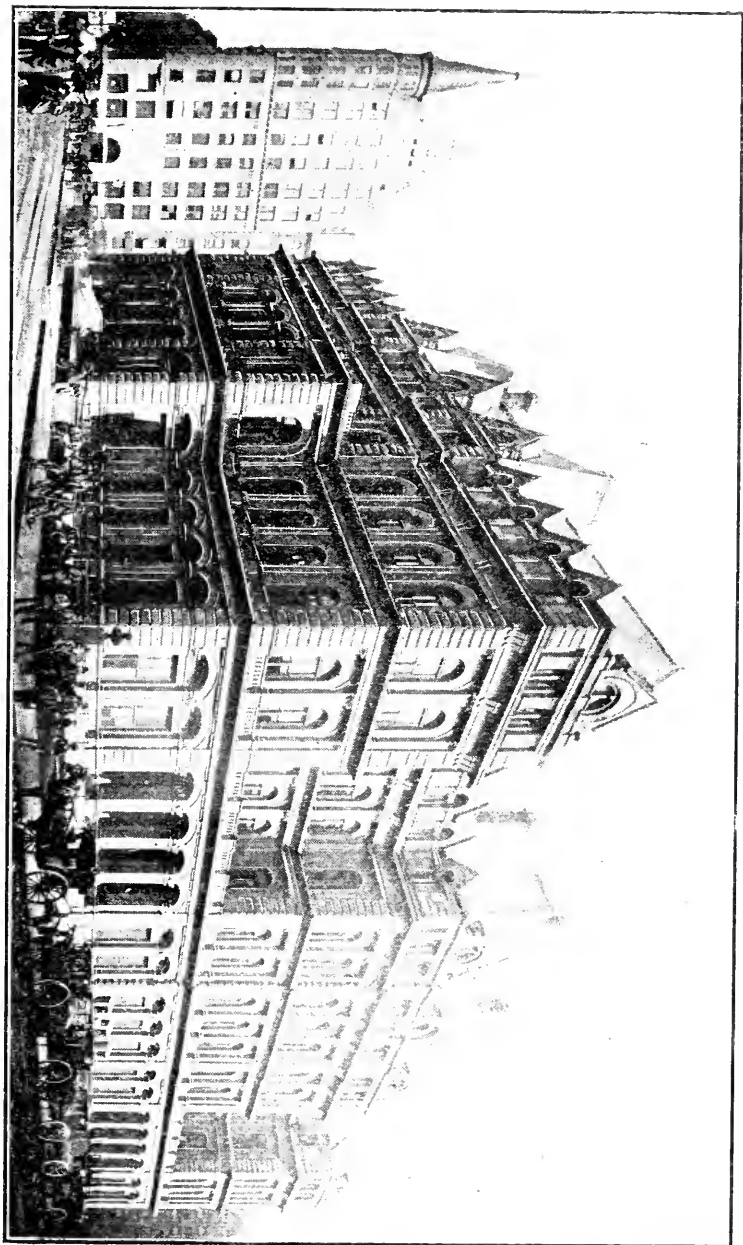
The site of the present Postoffice Building cost \$1,100,000, and the erection of the present structure (costing \$4,000,000) was commenced directly after the great fire of 1871. Its dimensions are 243 x 211 feet, and utmost height 197 feet. In architectural parlance it is described as of the Florentine-Romanesque style, and is built of Buena Vista sandstone from Ohio.

As a building it is a complete failure; far too small for the present requirements of the postal service alone, its foundations sinking, and the whole building rapidly falling into decay, it is an eloquent example of the pious editor's creed pervading the ranks of building contractors, how

"Uncle Sam they reverence,
Particularly his pockets."

It is now proposed to sell the site, which is of very great value, and with the proceeds to erect a modern and far more extensive Postoffice and Federal Building upon the Lake Front, or some other suitable location. An alternative plan is to erect a new building upon the present site. The amount of business transacted is immense, employing 842 clerks, 769 carriers, 57 horses, and 52 wagons, and with 300 clerks employed in the railway post-offices which arrive at or leave Chicago. The city delivery of mail matter in the year 1891 reached a total of 254,423,884 pieces. There are 11 carrier stations, 22 sub-postal stations; 110 mails arrive each twenty-four hours, and an equal number are dispatched. One particularly valuable postal plan is *peculiar* to Chicago: Each night 33 clerks leave Chicago to await and board incoming mail trains at distant points for the purpose of sorting the letters for Chicago. As a result, 70 *per cent.* of the mail matter arriving in the twenty-four hours is delivered *before* 9 A. M., *each day*. Under the able direction of Col. Jas. A. Sexton, the courteous and excep-

POSTOFFICE AND CUSTOM HOUSE, CLARK AND ADAMS STREETS.



tionally efficient postmaster, the World's Fair postal arrangements will be well cared for and as skillfully handled.

Postoffice Stational Offices.—355 and 359 North Clark Street; 517 Milwaukee Avenue; corner West Washington Street and South Halsted Street; 981 West Madison Street; 543 Blue Island Avenue; 3217 State Street; 3729 Cottage Grove Avenue; Union Stock Yards; 1353 Diversey Avenue; 1576 Milwaukee Avenue; 142 Fifty-third Street.

There are, in addition, 20 sub-stations for money orders, stamps, and registration scattered throughout the city.

Telegraphs, Telephones, and the Messenger Service.

Telegraphs.—The principal telegraph and cable companies have branch offices in Chicago, and, frequently, instruments in the principal hotels. Following is a list of the head offices:

American District Telegraph Co., 203 Washington Street.

Chicago & Milwaukee Telegraph Co., 56 Board of Trade Building.

Gamewell Fire Alarm Telegraph Co., 902, 59 Clark Street.

Gold & Stock Telegraph Co., 9 Rialto Building.

Mercantile Telegraph Co., 267 Clark Street.

Postal Telegraph Cable Co., Phenix Building, southwest corner Clark and Jackson streets.

Western Union Telegraph Co., La Salle Street, southwest corner Washington Street.

The American District Telegraph, operated by the Chicago Telephone Company, has offices scattered all over town, and also in the different suburbs of the city, where uniformed messenger boys are on hand to answer calls, and perform every variety of service for which a boy is capable, from simply carrying a message or delivering a package to cashing a check, escorting ladies to the theater or to a railway station, or distributing advertisements. This company places small automatic call-instruments in clubs, hotels, offices, and private houses, by which a messenger, or one of the company's firemen (armed with chemical apparatus), or a policeman with full authority may be summoned, by simply turning a pointer on the dial. The charge is regulated by a tariff, which is printed in a book supplied to subscribers and carried by the boys; and it is well to learn in advance what will be the charge for the service you wish done. These boys are faithful in their

work, and as prompt as could be expected, and, notwithstanding the popular gibes at them, are obliging and industrious.

Telephones are as numerous in Chicago as elsewhere, one company alone having 8,500 telephones (generally abbreviated into "phones") and 1,800 miles of wire. At frequent intervals, in telegraph and messenger offices, hotels, drug stores, etc., public "pay" stations are indicated by a sign, where the use of a telephone can be had for a small fee, and some of these are "long distance" stations, whose wires reach suburban places.

Telephone Companies:

Central Union Telephone Co., 40, 203 Washington Street.

Chicago Telephone Co., 203 Washington Street.

The American Telephone & Telegraph Co., Rand-McNally Building, 105-107 Quincy Street.



Chicago Telephone Company.—American District Telegraph messengers, who are thoroughly familiar with the city, may be summoned at any hour of the day or night by turning in messenger-box signal or by telephone, or personal application to any of the Company's offices.

Uniformed Messengers will be promptly dispatched, upon call, prepared to act as escort, especially for ladies or children, or to deliver letters, invitations, light packages, etc.; to go for a physician, medicine, carriage, express, or to perform any other errand.

Uniformed Guides, familiar with the city, its suburbs, and World's Columbian Exposition grounds, may be secured by telephone or personal application to the Company's offices.

American District Telegraph offices, fully equipped with the latest and most improved telephonic facilities, will be found in all the principal Exposition buildings, from which communication may be had with points throughout the Exposition, the city of Chicago, and elsewhere, including direct connection with other cities and towns over the Long Distance Lines of the American Telephone & Telegraph Co.

Messenger and telephone service may be secured at the following American District Telegraph offices in the city of Chicago:

	Telephone No.
No. 118 La Salle Street.....	Main-119
No. 190 West Madison Street.....	Main-138
No. 54 Randolph Street.....	Main-2384
No. 515 Wabash Avenue.....	Main-111
No. 34 Monroe Street.....	Main-2340
Sherman House.....	Main-1795
Board of Trade, exchange floor.....	Main-702
Grand Pacific Hotel.....	Main-1174
Auditorium Hotel.....	Main-1480
Rookery Building.....	Main-4087
No. 243½ North Clark Street.....	North-52
No. 3901 Cottage Grove Avenue.....	Oakland-890
No. 94 East Twenty-second Street.....	South-105
Exchange Bldg. Union Stock Yards.....	Yards-504
No. 584 West Madison Street.....	West-145
No. 199 Canalport Avenue.....	Canal office
No. 6134 Wentworth Avenue.....	Englewood Exchange
No. 9145 Commercial Avenue.....	South Chicago Exchange

IV.

THEATERS, THE OPERA, AND OTHER AMUSEMENTS.

Probably the first thing to which the average visitor to Chicago turns his attention, after settling down at his hotel, feasting his eyes at the World's Fair grounds, and generally getting his "bearings," is amusement; though with the gentler sex shopping may hold an equal place.

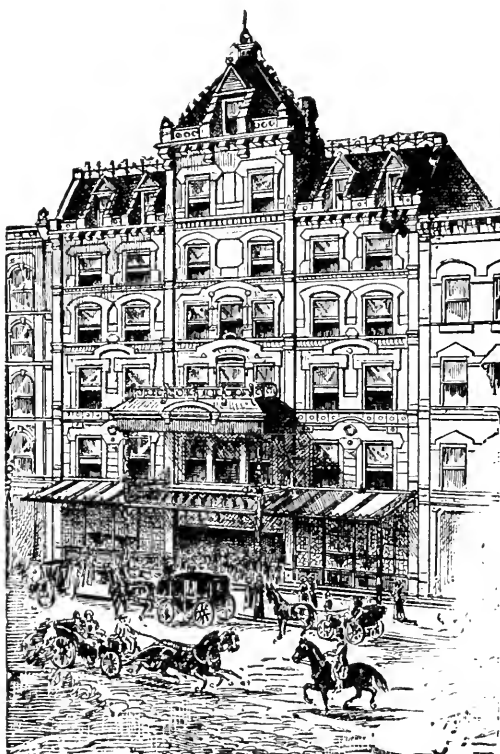
The amusements of the World's Fair City are many-sided and multitudinous, ranging from Italian Opera at the Auditorium to dime museum and dance hall; from Kinsley or Richelieu banquets to South State Street bean feasts; from Michigan Avenue promenades to pleasure club picnics; from a stroll in Lincoln Park to a midnight ramble in the local "Hell's Kitchen", so that the men or women who can not amuse themselves in Chicago must be confirmed misanthropes, finding no joy in life anywhere.

The amusements fall into certain classes, briefly summarized below:

Theaters and the Opera.

Theaters, Etc.—There are thirty-two first-class theaters and places of amusement in Chicago, with an estimated gross attendance daily of from 20,000 to 25,000 persons, so that the public enjoy a continual round of high-class entertainment. The Auditorium, Columbia, Hooley's, McVicker's, Schiller, Alhambra, Havlin's, and the Haymarket theaters, and the Grand and Chicago Opera Houses, stand in the front rank, while the Academy of Music and Standard are rapidly advancing to an equally high position. Concerts and lectures are given in the Central Music Hall,

a large and handsome building on the corner of State and Randolph streets, the Madison Street Theater, 83 Madison Street, and elsewhere; and on the North Side, the Windsor and Jacobs' Clark Street Theater are popular houses. Following is a brief list:



Columbia Theater, Monroe Street, west of Dearborn.

Auditorium, Wabash Avenue and Congress Street.

Academy of Music, Halsted Street, near Madison Street.

Alhambra Theater, State Street and Archer Avenue.

Central Music Hall, State Street, cor. Randolph Street.

Chicago Opera House, Washington Street, S. W. cor. Clark Street.

Columbia Theater, 108 and 110 Monroe Street.

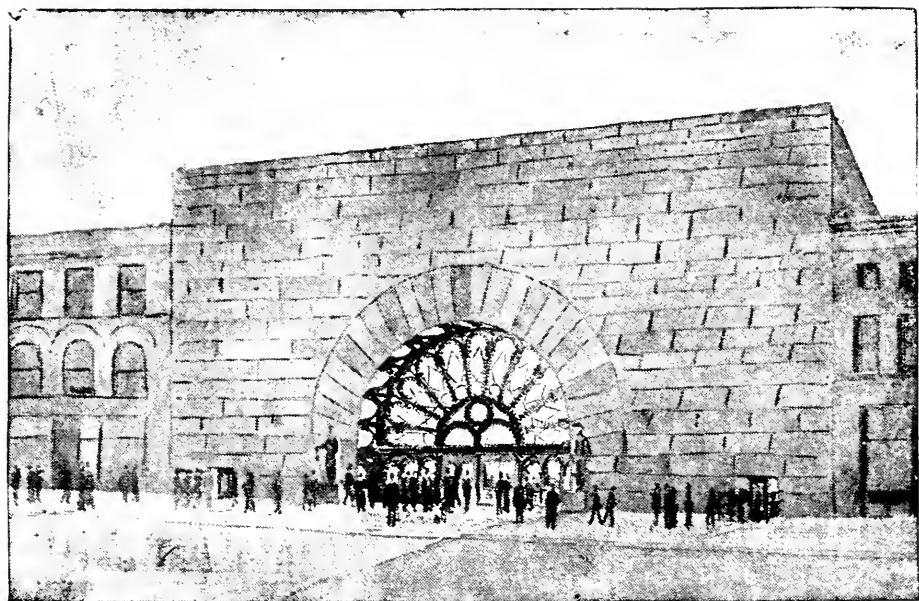
Criterion Theater, 274 Sedgwick Street.

Grand Opera House, 87 Clark Street.

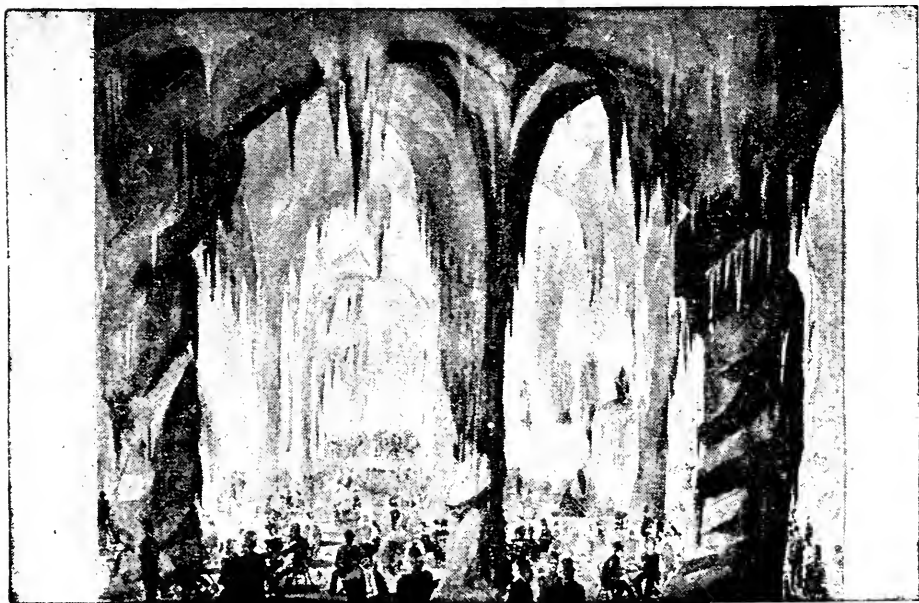
Halsted Street Opera House, Halsted and W. Harrison streets.

Havlin's Theater, Wabash Avenue and Nineteenth Street.

Haymarket Theater, W. Madison Street, east of Halsted Street.



THE HARDY SUBTERRANEAN THEATER.—See page 63.



THE GROTTO.

Hooley's Theater, 149 Randolph Street.

Jacobs' Clark Street Theater, Kinzie and N. Clark streets.

Lyceum Theater, 54 Desplaines Street.

Madison Street Theater, 83 Madison Street.

McVicker's Theater, 82 Madison Street.

Olympic Theater, 46 Clark Street.

People's Theater, State Street, near Harrison Street.

Standard Theater, Halsted Street, cor. W. Jackson.

Schiller Theater, 103 Randolph Street.

Windsor Theater, 468 N. Clark Street.

General Remarks.—Prices.—The prices usual at the Chicago theaters are about \$1.50 for the orchestra or best balcony seats, 50 cents admission without seat reserved, and 25 cents for the upper circles. At some of the “popular” houses the prices vary, running down as low as 10 cents admission, and 50 cents for reserved orchestra chairs.

Theater Tickets are to be obtained in most of the principal hotels as well as at the box offices.

The Chicago Auditorium.—This magnificent structure occupies nearly an entire square, having frontages of 187 feet on Michigan Avenue, 361 feet on Congress Street, and 161 feet on Wabash Avenue. It is a colossal structure of granite and brick, comprising ten stories. The height of the main building is 144 feet; of the large square tower on the Congress Street front, 225 feet, the lateral dimensions of this tower being 40 x 71 feet. The Auditorium, which was designed to accommodate conventions and similar gatherings, contains 5,000 seats, and has a total capacity for 8,000. It is fire-proof, has a stone frontage of 709 feet, and cost about \$2,000,000.

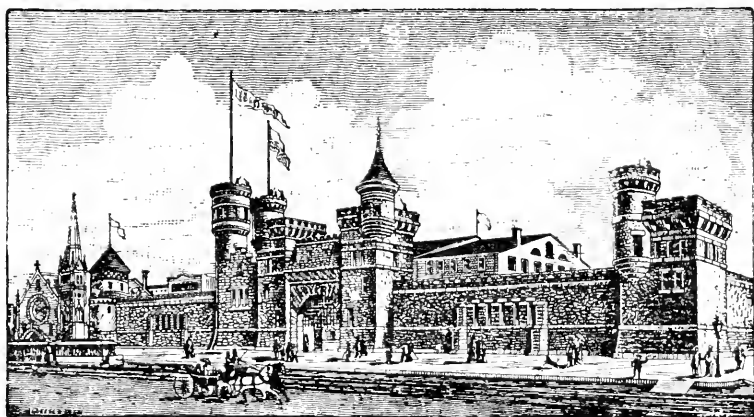
Vaudeville Entertainments of any especial merit in Chicago are, like “black swans,” rare, the Eden Musee, with Haverly's Minstrels (excellent in its way), being about the sole representative of performances suited for ladies or children. To those of cosmopolitan taste, who desire beer and tobacco, and do not draw the line at abbreviated dress, Engel's Opera Pavilion, 469 North Clark Street, Barlow's Pavilion, State Street and Archer Avenue, and such like places, will appeal. As to the rest, “dive” is the only correct definition of dozens, and Chicago's “dives” will be well avoided by any strangers.

Musical Entertainments.

Several musical societies in Chicago, among others the Apollo Club, have annual, or more frequent, concerts, which are noticeable events. The columns of the daily newspapers, as a rule, will give ample notification of those open to the public. A series of summer concerts in the First Regimental Armory (Michigan Avenue and Sixteenth Street) have been very popular, and will probably be repeated.

Lectures and Instructive Exhibitions.

Lectures on various topical or national questions are frequently given during the winter months in the Auditorium or other halls. Full notification is always to be found in the columns of the local press.



Libby Prison, Wabash Avenue, between Fourteenth and Sixteenth Streets.

Museums, Etc.

Libby Prison Museum, Wabash Avenue and Fifteenth Street—the palace prison of the South—built in 1845, of imported brick, and used as a tobacco warehouse; taken by the Confederates for a prison in 1861, and during the war more than 12,000 Union soldiers were confined in it, is well worth a visit. Purchased by Chicago capitalists in 1889 and removed to this city,

and opened as a National War Museum, filled with many thousands of important and valuable relics of the late civil war. Sir Antonio Moro's portrait of Columbus, now on exhibition at this museum, will be one of the features of the art exhibit of the World's Columbian Exposition. Admission, 50 cents.



John Brown's Fort, 1341 Wabash Avenue.

John Brown's Fort, was formerly part of the arsenal and gun factory at Harper's Ferry, Va. The engine house at Harper's Ferry was seized in 1859 by Brown, and attacked by the United States marines and Virginia State troops. It was removed bodily to Chicago, reconstructed with marvelous fidelity, and with perfect detail it is now enclosed in an elegant building of attractive design, situated at 1341 Wabash Avenue. Admission 50 cents.

The Battle of Gettysburg Panorama is situated at the corner of Hubbard Court and Wabash Avenue, and presents a realistic picture of this terrible conflict of the Civil War. Opposite it is the Panorama of Niagara Falls

The Chicago Fire Panorama is located on Michigan Avenue near Madison Street, and presents a vividly realistic representation of the conflagration at its height. Figures best convey an idea of this holocaust. We find that 125 acres of ground were swept by the flames, 1,000 buildings destroyed, 6,000 people rendered homeless, and \$12,000,000 worth of property destroyed in each hour that the fire raged. One million dollars went up in smoke every five minutes. The canvas of the panorama approximates 20,000 square feet in area.

The Hardy Subterranean Theater is located on Wabash Avenue, south of Sixteenth Street. Here sight-seers are given an opportunity to see the marvels hidden underground, by means of an elevator which apparently descends to great depths.

Though the elevator car (a miniature theatrical hall in itself, accommodating comfortably one hundred people) only moves up and down in a shaft about fifteen to twenty feet deep, the illusion is made perfect by a combination of mechanical devices, and the effect produced is a real descent about 1,000 to 1,200 feet under the surface of the earth.

The elevator car moves into the center of a circular platform, carrying different stages arranged with appropriate scenery and living actors. The platform turns on rails, and is made to revolve and bring successively each scene in sight of the elevator car at the different stops made by the car in its descent.

Entrance to the subterranean scenery is obtained through a hall, decorated to resemble a chamber of stalactites, having a stage at one end, where variety performances are given every afternoon and evening. Admission to the Hardy Theater, 50 cents.

Dime Museums.—To those desirous of such delights, Kohl & Middleton's, at 146 Clark Street, their South State Street Museum, and Epstein's New Dime Museum on Randolph Street, near Clark, will be found interesting and attractive.

The Circus.—Repeated visits to Chicago are paid by those delights of the small boy, the various circuses.

Balls and Dancing.—The magnificent hall of the Auditorium and other suitable places are frequently filled in the winter season with the youth, beauty, and wealth of Chicago worshipping at the Terpsichorean shrine, the Annual Charity Ball being a galaxy of beauty, manliness, and wealth.

Beer Gardens and Bar-rooms.—With a population of at least 390,000 Germans resident in Chicago, many are the excellent, staid, and simple resorts where Cousin Hans delighteth to disport. Many of the bar-rooms in Chicago are widely famous among men about town. Kinsley's, the Auditorium, Hannah & Hogg's, the Great Northern, the Richelieu, and the Wellington are well worth inspection.

V.

RACING AND ATHLETIC SPORTS.

General interest in out-door sports has increased, and many associations devoted to them have been organized. The most important of these are those of

Turf and Turfmen.

Horse-racing in the city of Chicago is regulated by law or local ordinance. There are three principal tracks, all convenient to the city.

Washington Park Club, situated at South Park Avenue and Sixty-first Street, is the most aristocratic club, and has one of the most modern and excellently arranged tracks in the country. It is reached by the Illinois Central Railroad or by the State Street and Cottage Grove cable car lines. The Washington Park Derby Day in June or July, opening the summer season, is a great Chicago event. Then the Michigan Avenue Boulevard is a blaze of color from the toilettes in the long procession of carriages, while the track is picturesque to a degree with the presence of carriages of every species and visitors of every kind. This event is rapidly becoming a local annual holiday.

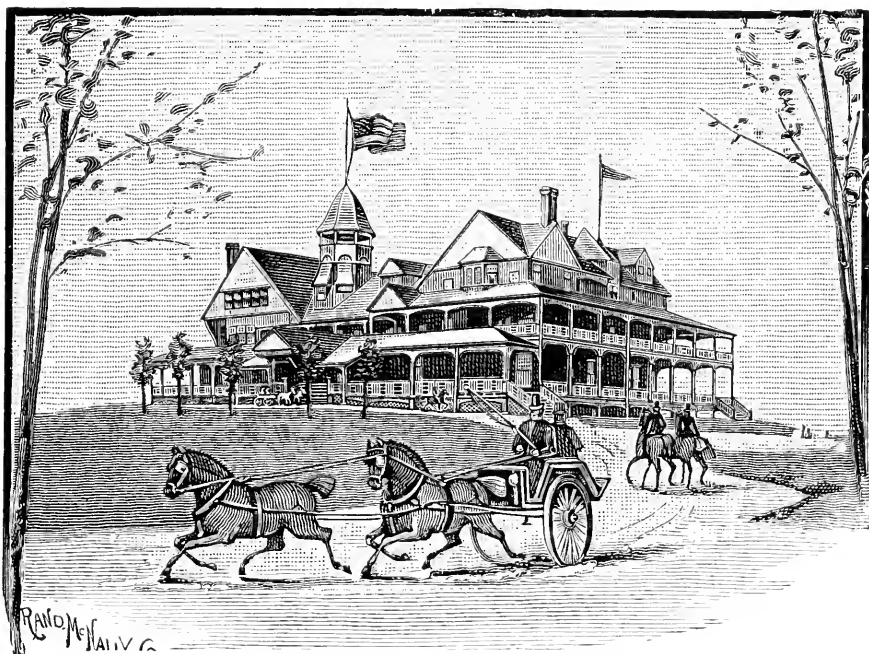
Garfield Park Club, situated a few hundred yards west of Garfield Park, and reached by the Madison Street cable cars and the Wisconsin Central Railroad, is a regular racing association, duly incorporated as a stock company under the laws of the State of Illinois. It possesses one of the finest tracks in the country, and here, in 1877, Maud S., the celebrated horse, made her record.

The Hawthorne Track is situated in the town of Cicero, just beyond the city limits, and $7\frac{1}{2}$ miles from the court house. It is

reached by the Freeport branch of the Illinois Central Railroad, the Chicago, Burlington & Quincy, and the Atchison, Topeka & Santa Fe.

The Indiana Racing Association, at 108th Street and Indiana Boulevard, is reached by the Pennsylvania R. R., from the Union Depot. Races are run regularly and without cessation.

Turfmen's Resorts.—The leading turfmen of Chicago when in town make the Wellington Hotel bar, Chapin & Gore's, 73 and 75 Monroe Street, and Harry Varnell's, 119 Clark Street, their down-town headquarters, and may there be found by those interested in "the sport of kings."



Washington Park Club House.

Yachting, Boating, and Fishing.

Yacht Clubs are numerous along the Lake Front, the Chicago Yacht Club and Lincoln Park Yacht Club being the two principal. Sailing yachts can be hired on suitable days on the Lake Front, at the foot of Congress Street, while the services of a

steamboat for any extended excursion can speedily be procured by application to the various transportation companies, or advertisement in the local papers. The charge for sailing yachts is about \$10 to \$20 for a whole day for a party, while 25 cents each person per hour's sail is the usual rate for lesser periods; but it is best "to agree with thine adversary (the boatman) quickly, whiles thou art (on the shore) with him," and for obvious reasons.

Rowing and Canoeing.—Lake Michigan, the harbor, and the many lakes and ornamental waters in the parks are excellent localities for the pastimes of those fond of aquatic sports. Visitors will do well to keep within the harbor in small rowing boats, as Lake Michigan squalls are proverbially severe.

Fishing in the Lake.—Numerous enthusiastic disciples of Izaak Walton find the contemplative man's recreation in angling for lake perch from the various piers in the lake; but the majority of anglers will go farther afield to the lesser lake district of Michigan or Wisconsin, where the game fishes abound. Still, on the Government Pier (fare, 25 cents round trip, from Van Buren Street and the Lake Front) a good day's sport may often be obtained, as the fish run large and struggle gamely.

Athletics.

Athletic sports of every kind find numerous enthusiastic votaries among the thousands of Chicago youths. Gymnasias, such as those of the Y. M. C. A. and Athenæum, are replete with every imaginable apparatus for muscular exercise.

Field Sports.

Baseball.—There are some 400 organized baseball clubs in Chicago, and consequently little lack for amusement for spectators of the national game. In the season the principal games of the National Baseball League are played on the Chicago Baseball Club's grounds at the corner of Thirty-fifth Street and Wentworth Avenue.

Cricket.—The Chicago Cricket Club at Parkside, 167th Street (Illinois Central Railroad), and the Pullman Cricket Club are the leading exponents of the British national game, contain-

ing as these clubs do many young men of European birth or parentage.

Bicycling and Tricycling.—Chicago possesses numerous bicycle clubs, the parks and boulevards affording such excellent roadways for the use of the speedy wheel. The annual road race to Pullman on Decoration Day and the Chinese Lantern Parade of clubs make interesting features of the sport. Recently the cyclists of Chicago demonstrated their pluck and stamina by carrying a military dispatch to New York, by relays of men, in a time (considering the continuous rain and other adverse conditions) which clearly proved the utility of the bicycle for military purposes.

The principal bicycle clubs are:

Chicago Cycling Club, corner of Lake Avenue and Fifty-seventh Street.

Cook County Wheelmen, 218 Leavitt Street.

Douglas Cycling Club, 586 West Taylor Street.

Illinois Cycling Club, 1068 Washington Boulevard.

Lake View Cycling Club, Lake View.

Lincoln Cycling Club, 235 La Salle Avenue.

Oak Park Cycling Club, Oak Park.

Washington Cycling Club, 650 West Adams Street.

Winter Sports.—To many the winter winds bring the keenest enjoyment in Chicago, the splendid park and boulevard system being the acme of excellence for sleighing, the extensive ornamental waters in the various parks affording the finest skating, and even Lake Michigan, on occasions of severe frost, bearing the adventurous skater or the speedy iceboat. Visitors soon learn of any available ice, the various car lines being provided with advertisement boards which are exhibited as soon as the ice bears. It is sometimes found practicable to flood some baseball grounds and thus afford earlier skating for the enthusiast, who, with the small boy, thinks two-inch ice stout enough for any purpose. The Gaelic Athletic Association grounds, 37th Street and Indiana Avenue, reached by Indiana Avenue cars, has a good winter rink in operation.

VI.

SUGGESTIONS AS TO SHOPPING.

The shopping district of Chicago, *par excellence*, is the quadrangle formed by Wabash Avenue, Washington Street, Dearborn and Congress streets, the "ladies' half mile" being essentially on State Street from Randolph to Congress streets. In this quadrangle are the finest of the stores and shops, and on the favored promenade are wares displayed in windows which would vie in array with those of any city on the face of the globe. The wealth of material temptingly displayed is varied and very great, from the sealskins of arctic Alaska to the sweet products of Southern California, from the quaint goods of China and Japan to the choice silks and laces of Italy, Spain, and France. All come to Chicago and contribute to the beauteous display made by the merchant prince of that city of many merchant princes.

The great feature of shopping in Chicago is the prevalence of huge bazaars, where every sort of thing is sold that a woman would want to buy for herself, for her family, or for her house. Marshall Field & Co., State and Washington streets; Carson, Pirie, Scott & Co.; J. H. Walker & Co., Wabash Avenue and Adams Street; Mandel Brothers, 117-123 State Street, and other merchants keep the widest possible variety of dry goods and fancy articles; but Siegel, Cooper & Co., State and Van Buren streets; The Fair, State and Adams streets; The Leader, State and Adams streets, and others are immense bazaars rather than a single establishment—a federation of separate special salesrooms under the same roof and subjected to common regulations for mutual benefit rather than one store divided into departments; as at Wanamaker's, in Philadelphia, for example. Here the visitor will find telegraph and telephone

offices, a place to leave parcels on payment of 10 cents, retiring rooms, an immense luncheon room with moderate prices, and a detective system which guards the customer from pickpockets, while it protects the firm from thieving.

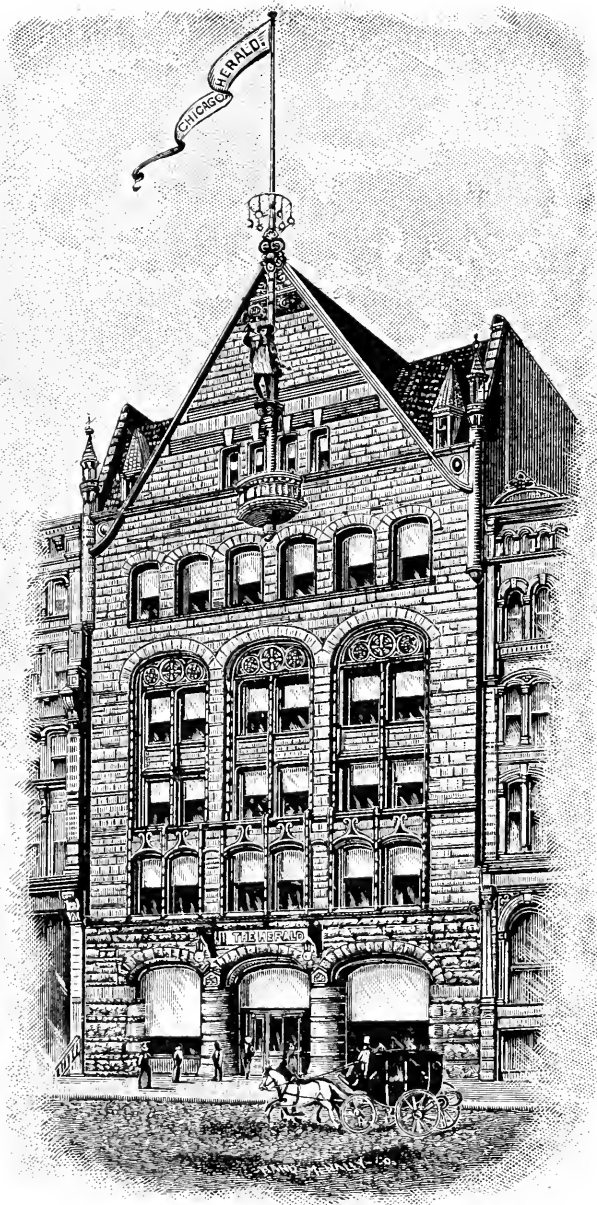
Continuous lines of stores extend along State Street from Congress to Randolph streets, and between them is probably the busiest shopping district in the city. The crossing of State and Madison streets may be termed the vortex of retail trade. Here, the crowd and clanging bells of cable cars would, especially of a Saturday afternoon, more than bewilder the average countryman. This vortex is practically the center of the retail dry-goods trade, and is usually crowded by the fair sex seeking at extraordinary trouble and some cost that dearest delight of the female shopper, "a bargain."

Special Trade Districts.—Visitors desiring to inspect or purchase any special line of articles, and wishing to have an opportunity for wide selection, should consult the closing pages of the Business Directory, where the addresses and specialties of dealers are given under their appropriate heads. A few hints as to where to look for the commoner divisions of trade may be serviceable to the reader.

Art works and pictures—to begin at the head of the alphabet—are mainly to be seen on Wabash Avenue, below Van Buren Street. Abbott's, 50 Madison Street, and O'Brien's, 208 Wabash Avenue, are representative houses. *Painters' materials* may be bought on State Street at several stores in the retail center, and at Abbott's.

Books are in the same district, and may be found at Brenzano's, 204 Wabash Avenue; A.C. McClurg & Co., Wabash Avenue and Madison Street; Chas. McDonald, 55 Washington Street; C. W. Curry, 131 Madison Street, and many other stores.

Canary birds and pet animals are numerous at Kämpfer's, 169 Madison Street. For *carpets* go to Marshall Field & Co., Mandel's, and A. H. Revell & Co., Adams Street and Wabash Avenue, and to the great dry-goods and furniture stores. For *china, glass*, and similar ware, Burley & Co., 77 State Street, and Pitkin & Brooks, 58 Lake Street, and the generally various department stores. Clothing stores and tailors are scattered everywhere. *Chinese*



THE HERALD BUILDING, 154 WASHINGTON STREET.

wares can be found on Clark Street, and Japanese, at Hayes & Tracey, 220 Wabash Avenue. *Dressmakers* are scattered over the town, the leading department stores having dressmaking departments, and the exclusive and correspondingly high-priced modistes being, as a rule, located on Michigan Avenue, between Congress and Sixteenth streets. Redfern, the well-known English ladies' tailor, is located at 1702 Michigan Avenue. The *wholesale dry-goods* district is practically represented by Fifth Avenue and Market Street.

Drug stores are everywhere, and are always conspicuous. The wholesale drug district is largely on Lake Street. The wholesale tobacco, oil, and metal trades are to be found mainly on Wabash Avenue and Lake Street, while the wholesale grocers congregate on River, Water, and Lake streets. *Fishing-tackle* and sportsmen's outfits may be obtained at A. G. Spaulding & Bros., 108 Madison Street; Von Lengerke & Antoine, 246 Wabash Avenue, and several other stores along State Street and Wabash Avenue. For *fire-arms* go to Henry Sears Company, 110 Wabash Avenue, or Thorsen & Cassady, 60 Wabash Avenue. For *jewelry, silverware, watches*, and all such goods, visit such establishments as J. B. Chambers & Co., Madison and Clark streets; Giles Bros., Masonic Temple; Peacock's, Randolph and State streets, and Spaulding's, corner Jackson and State streets. *Implements for lawn tennis*, base-ball, and all out-door games and sports can be had at stores dealing in sportsmen's goods, while lumber is stacked in mountain piles in the lumber districts of the city. *Leather* at wholesale is to be found principally on Kinzie Street. For *millinery* of the highest kind go to the retail shopping center; such stores as Marshall Field & Co., Mandel Bros., Louise et Cie, 48 Monroe Street, will supply every feminine fancy. *Musical instruments* are purchased at Lyon & Healy's, corner State and Monroe streets, and other music stores, chiefly congregated on Wabash Avenue. For *notions and fancy goods*, search State Street from Randolph to Van Buren, with the cross streets, and you will not search in vain. *Optical instruments* are to be found in endless variety at L. Manasse, 88 Madison Street and the Mackintosh Battery & Optical Co., 143 Wabash Avenue. *Paper and stationery* are to be found in great variety at A. C.

McClurg & Co.'s, corner Wabash Avenue and Madison Street; Brentano's, 204 Wabash Avenue; Dunwell & Ford's, 155 Wabash Avenue, and the various department stores. *Maps and guides* can be bought at Rand, McNally & Co.'s, 166 to 174 Adams Street. *Pawnbrokers* and junk shops abound on Clark and State streets, but they are scattered all over the poorer parts of the city. *Pottery wares* of all kinds, and especially imported ceramic goods, are to be found at retail in the principal department stores in the shopping center. For *pipes*, amber, and smokers' articles go to Hoffman, 185 Madison Street. *Toys* are best bought at E. F. Schwarz & Bros., 231 State Street, and in the department stores.

This list might, of course, be greatly extended, but it seems hardly necessary. Chicagoans know where to go to get special things at reduced rates, or of particularly good quality, and your town acquaintances can give you more hints in fifteen minutes than a book could tell you in as many pages. The services of a guide from the Women's Directory, Purchasing and Chaperoning Society can be obtained by strangers, at a moderate rate, at 26 Van Buren Street.

VII.

THE PARKS, BOULEVARDS, AND SQUARES OF CHICAGO.

It is to the broad acres of its parks, its beautiful and artistic abundance of boulevards, that Chicago owes one of her adulatory appellations, "The Garden City." The parks and driveways aggregate 3,290 acres, while the boulevards already completed are nearly 100 miles in total length.

The following parks and public squares are situated within the city limits:

	Acres		Acres.
Aldine Square.....	1.44	Jefferson Park.....	5.05
Campbell Park.....	.05	Lake Front Park.....	41
Congress Park.....	.07	Lincoln Park.....	250
Dearborn Park... ..	1.43	Logan Square.....	4.25
Douglas Park.....	179.79	Midway Plaisance.....	80
Douglas Monument Sq.	2.02	Oak Park25
Ellis Park.....	3.38	Shedd's Park.....	1
Gage Park..	20	Union Park.....	14.03
Garfield Park.....	185.87	Union Square.....	.05
Green Bay Park.....	.25	Vernon Park.....	4
Groveland Park.....	3.04	Washington Park....	371
Holstein Park.....	2.03	Washington Square....	2.25
Humboldt Park.....	200.62	Wicker Park.....	4
Jackson Park.....	586	Woodlawn Park.....	3.86

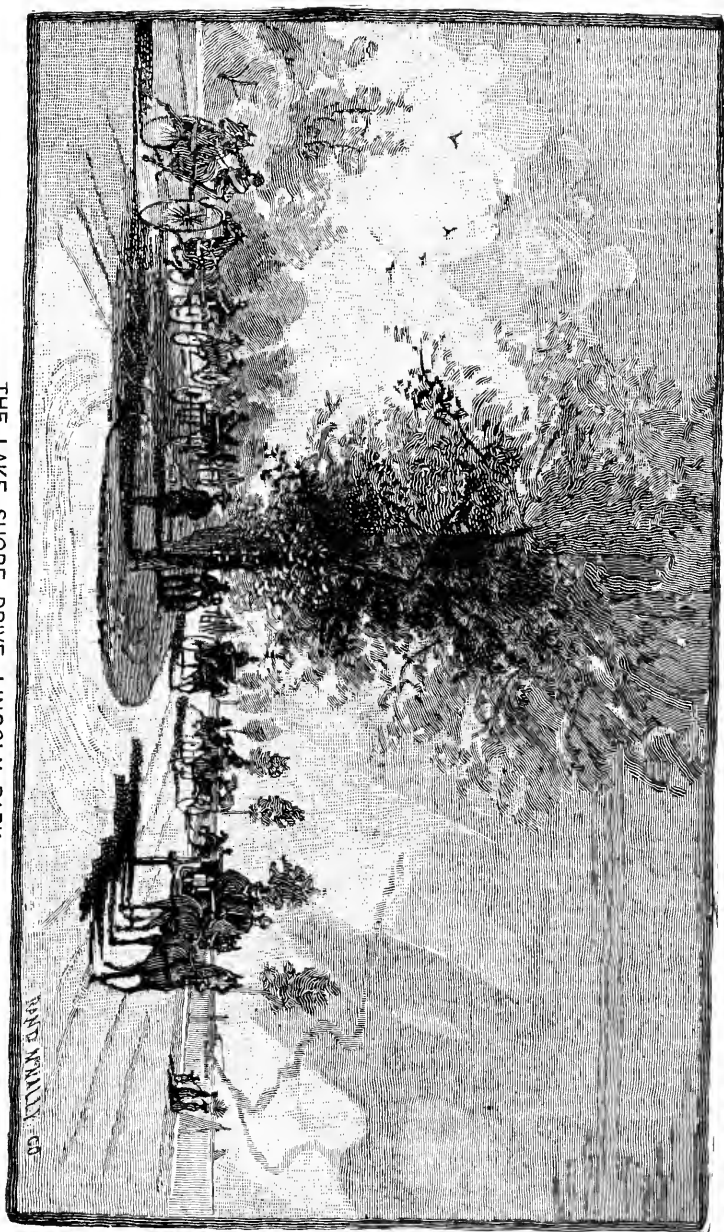
The boulevard system is intended to connect the parks by a continuous chain of magnificent driveways circling the city with a band of excellent roads, bordered with trees, metaled to the highest excellence for driving, and edged with cool green lawns on either side. The park systems, with adjacent boulevards, are under the control of three sets of commissioners, one for each of the three divisions of the city; a small but most excellent, court-

eous, and efficient police force, clothed in gray, being appointed to preserve order, and by the use of mounted men to regulate traffic and stop furious driving. A brief description of the principal parks, and a notice of their most prominent features, must suffice for the confined space available in the present work.

The Lake Front Park, with an area of forty-one acres, is a narrow strip of land lying between the Michigan Avenue Boulevard and Lake Michigan, or rather the Illinois Central Railroad tracks, and bounded north and south by Randolph Street and Park Row, respectively. It was until recently much neglected, and the nightly and daily haunt of Weary Raggles, with his woe-begone, malodorous, and work-avoiding *confrères*, who daily loafed and nightly laid in repose on the benches and greensward, to the intense disgust of the residents along the Lake Front. However, as the control of the Lake Front Park was turned over to the World's Columbian Exposition for purposes incidental to the Exposition, a change has come over the spirit of the scene. Lawns formerly decorated with dirty loafers are now verdant and trimmed, while the cheap lodging-houses profit by the closing of a cheaper competitor. Docks for the excursion steamer traffic to the World's Fair are in course of construction, including a viaduct over that eyesore of the city, the railroad track. A statue of Columbus is also to be erected in the park.

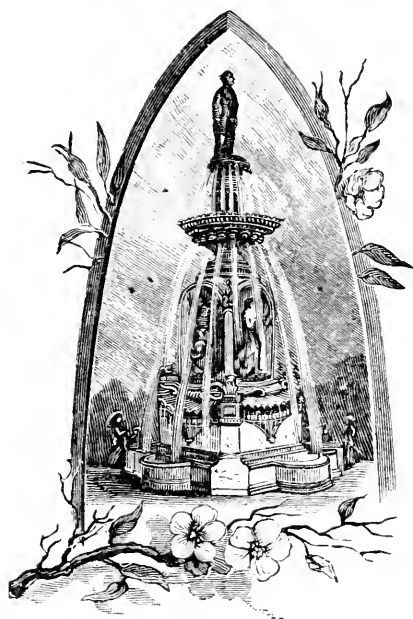
Proceeding southward, the south parks are approached by the most beautiful boulevard in the city, Michigan Avenue. Starting from the Leland Hotel, the visitor passes the Auditorium Building and the Chicago Club on the right, the latter at the corner of Van Buren Street. On his left, the green expanse of Lake Park stretches out almost to the edge of the lake, from which it is separated only by the track of the Illinois Central Railroad. Away out are the lighthouse, the breakwaters, and crib, and the surface of the lake is dotted with the white sails of innumerable craft. The castellated Armory of the First Regiment is seen at the corner of Sixteenth Street; and on Michigan and Prairie avenues, the latter two blocks east, south of Sixteenth Street, the domestic architecture of Chicago is observed at its best. Every available

THE LAKE SHORE DRIVE, LINCOLN PARK.



W. H. W. W. W. W. W.

material, from wood, brick, sandstone, and limestone, to granite, marble, terra cotta, has been employed, and wrought up into forms of beauty hardly less creditable to the merchant prince who could appreciate than to the architect who could design them. On the northeast corner of Michigan Avenue and Twentieth Street has been erected a magnificent house for the Calumet Club. It is in the Queen Anne style, and cost, with the ground and furniture, about a quarter of a million dollars. On the northwest corner stands the handsome edifice of the Second



Drexel Fountain.

Presbyterian Society. One block east and south are the First Presbyterian Church and the Synagogue of the Sinai Congregation. Two blocks west, at 2020 State Street, are the headquarters of the City (Cable) Railway Company, where is exerted the force which propels, through many miles of streets, the hundreds of cable cars which the visitor sees gliding rapidly along. At Twenty-third Street, Immanuel (Baptist) Church, on the right, and the Church of the Messiah (Unitarian), on the left, are passed. Near Twenty-fourth Street are

Christ (Episcopal Reformed) Church and the Moseley Grammar School. Between Twenty-fifth and Twenty-sixth streets, on the east side, is Plymouth (Congregational) Church, a fine edifice; and at the southeast corner of the latter, Trinity (Episcopal) Church, a neat, double-turreted Gothic structure. At the foot of Thirty fifth Street Douglas Monument is to be found. Having pursued his way to Thirty-ninth Street (Oakwood Boulevard), where he enters the township of Hyde Park, the visitor will proceed to Washington Park (formerly known as the west division of the South Park), by

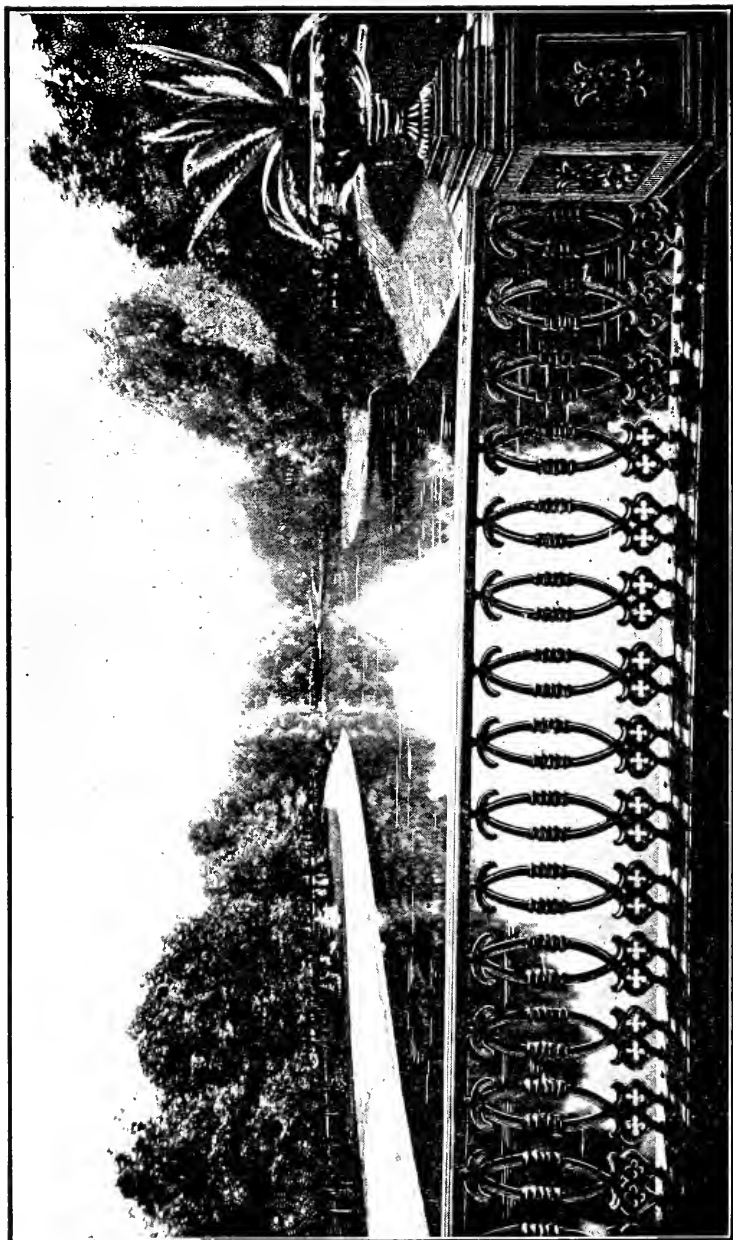
Drexel Boulevard. This magnificent drive, which is 200 feet wide throughout, and $1\frac{1}{4}$ miles in length, is laid out after the model of the celebrated Avenue de l'Imperatrice, in Paris. Parallel with it, five blocks west, runs Grand Boulevard, by which the return journey may be made. An immense amount of money has been expended on the two south parks, Washington and Jackson, and, as far as completed, they are delightful pleasure resorts; the former, which contains one of the largest unbroken lawns in the world and also a fine conservatory, being not unlike the famous Kew Gardens, near London. It may be mentioned that the cable railway extends from Oakwood Boulevard south to Fifty-fifth Street, along which a connecting line runs east to near the north end of Jackson Park. Fifty-fifth Street, for $4\frac{1}{2}$ miles west of Washington Park, has been laid out as part of the encircling system, and given the name of Garfield Boulevard. It is an almost perfect drive, and its extension northward will be completed soon.

Washington and Jackson parks, containing respectively 371 and 586 acres, are connected by Midway Plaisance with a superficial area of another eighty acres.

Washington Park is bounded on the north by Fifty-first Street, east by Cottage Grove Avenue, south by Sixtieth Street, and on the west by South Park Avenue, a prolongation of Grand Boulevard. Jackson Park, now so noticeable as the site of the World's Columbian Exposition, is bounded north by Fifty-sixth Street, east by Lake Michigan, south by Sixty-seventh Street, and west by Stony Island Avenue. Its form is that of an irregular square, growing gradually larger toward the southern end. To reach the parks, the cable cars on Cottage Grove Avenue, on Wabash Avenue, and those on State Street may be used to land the visitor in close proximity, while the Illinois Central Railroad (fare 25 cents round trip) and South Side Elevated Road (single fare 5 cents) are more expeditious methods of traveling.

Brief, indeed, must the mention be of the prominent features of the park system of Chicago. Volumes could be written of the verdant groves and well kept lawns, but the limits of the present work forbid.

Jackson Park and Midway Plaisance, being entirely given over to the buildings and grounds of the Exposition, will be



SCENE IN JACKSON PARK.

found separately described in an appropriate chapter. See Chapter XIX.

In Washington Park the principal points of interest are the ball grounds, the retreat, a small menagerie, the artificial lake, the magnificent flower beds, and the water-lily ponds.

Douglas Park, containing 179.79 acres, is connected with Garfield Park by the Douglas Boulevard. It extends on the north to Twelfth Street, on the east to California Avenue, on the south to Nineteenth Street, and on the west to Albany Avenue. The park is another of the prairie parks, situated beyond the built-up streets of the city, on the open plain, free to all breezes from any direction. Though comparatively small, it is a beautiful and popular park, and is especially notable as the spot selected by the Chinese of Chicago for their annual "Festival of the Kites," which is religiously observed with each returning August. Eleven acres of the park are covered by a picturesque lake, fed with the mineral water of an artesian well, gushing out in a romantic grotto. The water is medicinal, with properties similar to those of Garfield and Humboldt parks. A notable feature of this park is the immense conservatory, which annually furnishes 60,000 plants for transplanting.

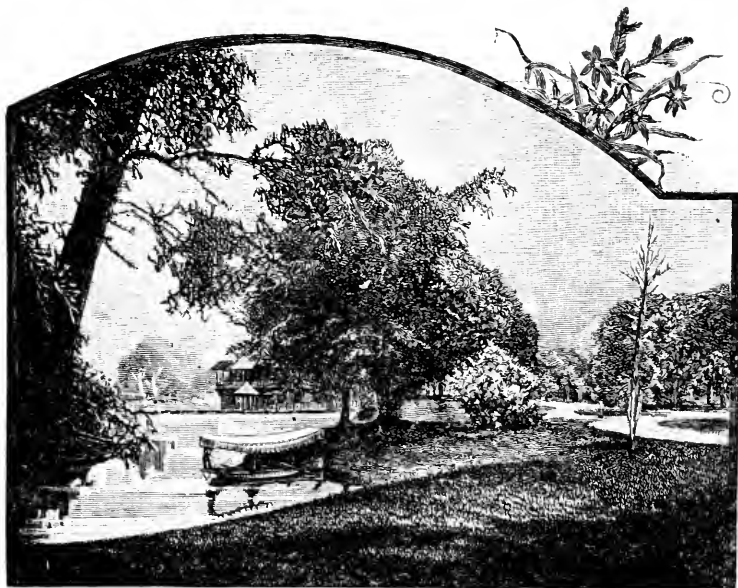
Douglas Park is reached by the Twelfth Street cars, which run on Randolph Street to Fifth Avenue; by the Ogden Avenue cars, which run on Madison Street, and by the local trains of the Chicago, Burlington & Quincy Railroad, which stop at Douglas Park Station. The depot is the Union, at Canal and Adams streets. The Chicago Passenger Railway Company's tracks have been extended to Douglas Park, via Western Avenue and Twelfth Street. The driving route is along Washington Boulevard to Garfield Park, thence to Douglas Park by the Douglas Boulevard.

Garfield Park is reached by passing north along $1\frac{1}{2}$ miles of boulevard, and contains 185.87 acres. It is the most westerly of the park system, and is bounded on the north by Kinzie Street, east by Central Park Avenue, south by Colorado Avenue, and west by Hamlin Street. The principal features are the seventeen acres of ornamental water, the Humane Society's drinking trough, and a mineral and medicinal spring. The park is reached by

Madison Street (Fortieth) cars, or by local trains of the C. & N.-W. R. R. (from the Wells and Kinzie Street depot).

Humboldt Park, 200.62 acres, with a fine lake and choice flower gardens, is the most northerly park on the West Side. It is remarkable as the most elevated of all the Chicago parks.

Lincoln Park, 250 acres—bounded on the south by North Avenue, west by North Clark Street, North Park Avenue, and Lake View Avenue—is reached by the North Side cable road, or by steamboat in the summer months from the foot of Van Buren Street. It is, possibly, the most beautiful of all the parks, and certainly the



Lake Stockton, Lincoln Park.

most interesting in special features, the principal items of interest being the life-size statue of Abraham Lincoln and the equestrian monument of Gen. U. S. Grant, overlooking Lake Michigan. As to the latter, within two hours of the death, on July 23, 1885, of the hero of Appomattox and Vicksburg, Mr. Potter Palmer had started the memorial fund by promising \$5,000, and within four days \$42,000 was subscribed, the total reaching \$65,000 within one year. The sculptor was Louis T. Rebisso, an Italian exile, and after some defective castings the completed monument was

unveiled with imposing ceremonies, on Wednesday, October 7, 1891, in the presence of a parade of over 8,500 military and civic organizations, with over 150,000 individual spectators. The statue is 18 feet 3 inches in height, and is the largest casting ever attempted in this country. It was struck by lightning on the evening of the 16th of June, 1892, during a severe thunderstorm, and some thirty persons sheltering in the corridor beneath it were stunned and felled to the ground, three being killed and several severely injured. The statue and pedestal were, however, subjected to very trivial damage.

The La Salle Monument, erected in 1889, near the lake; a group of relics of the fire; the Ottawa Indian Monument; a lake, and a well stocked menagerie, near by, are well worth inspecting. Statues of Linnæus and Frederick Von Schiller, water-lily ponds, and a beautiful electric fountain, the gift of Mr. C. T. Yerkes, which is operated 8-9 P. M. every pleasant evening in summer, are items which only require to be seen to be appreciated. The Lake Shore Drive and the view of Lake Michigan therefrom deserve a visit, as well as the two sphinxes at Garfield Avenue entrance; these, some over-modest Park Commissioners once clad in iron sheets until ridicule removed the vesture.

In the summer months open-air musical performances are regularly given on certain advertised evenings in the principal parks, during suitable weather. It is a sight worthy of more than one visit. Particulars appear in the daily press.



THE PULLMAN BUILDING.

VIII.

A TOUR OF THE CITY.

What is the best route to take for a day's tour of the heart of Chicago? This is a question that might be debated a long time and yet pass without a satisfactory answer. In the first place, even excluding all the sights dealt with at length in other chapters, such as the harbor, the parks, the theaters, etc., it would be a huge day of hard work to attempt to inspect one-half of the remaining features of Chicago. It is, therefore, proposed here merely to describe the principal buildings interesting to the average visitor and not to be found described in detail in other portions of this guide, assisting his search for any other special features by a list of the remainder, aided as he will be by the ample index to be found at the end of this book.

Streets and Buildings.

Commercial Buildings.—With its wide streets rectangularly laid out, and its level surface, the business section of Chicago, crowded with buildings that are simply magnificent in proportion and design, presents an appearance of age and stability that makes the brevity of its history seem almost fabulous. Within the space comprised between the Chicago River on the north and west, Harrison Street on the south, and the lake on the east, there is a collection of mercantile buildings, probably unsurpassed, in an equal area, at any other place on the globe. The visitor is bewildered at the wonderful perspective of massive façades; and if he chance to be returning after an absence of but a few years, his astonishment at the marvelous transformation will be boundless. Clustered around the Board of Trade are the Rialto, Central, Rookery, Royal Insurance, Phoenix Insurance, Counselman, Calumet, Maller, and

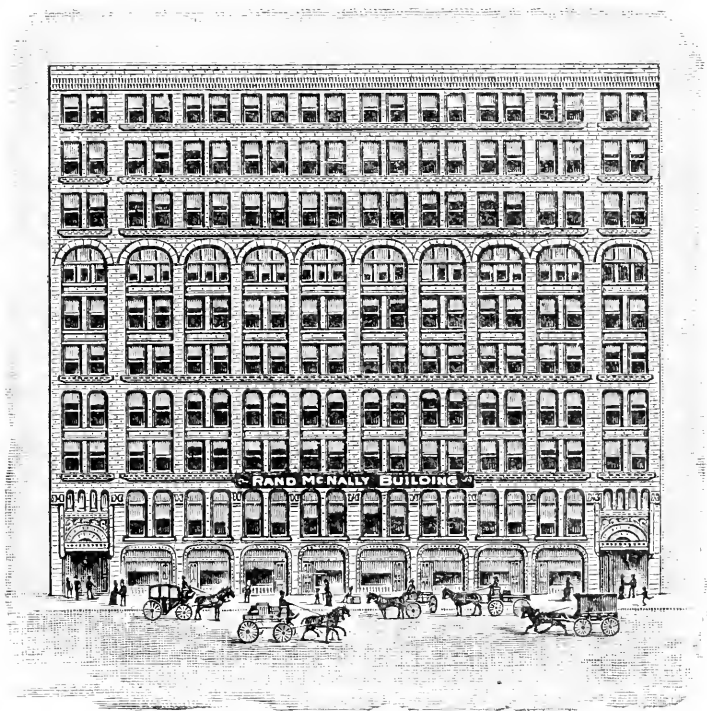
other office buildings; and within a few squares many more equally imposing—the Montauk Block and the First National Bank Building, at Monroe and Dearborn streets; the Auditorium, containing the United States signal station, at Michigan Avenue and Congress Street; Adams Express Building, 185 Dearborn Street; the gigantic Pullman Building, at the corner of Adams Street and Michigan Avenue; the Masonic Temple, corner of State and Randolph streets; the Monadnock and Kearsarge Building, on Jackson and Van Buren streets, and the magnificent Studebaker Building, on Michigan Avenue, south of Van Buren Street. These structures have all been planned and erected on a most generous scale. The principal type of architecture is the Romanesque or Round-arch Gothic, and the materials vary from brick, terra cotta, and iron to brown stone, marble, and granite. Among them, the following will repay more than a cursory examination:

The Rand-McNally Building, located at 160-174 Adams Street, has a frontage of 149 feet on Adams Street, and 166 feet back to Quincy. The fact that this building was the first steel structure erected in Chicago makes it of peculiar interest. It is ten stories in height. The two fronts and the interior are fire-proofed, the former with terra cotta, the latter with fire-clay, leaving no part of the steel exposed. The building is a model in size, durability, and convenience, and is absolutely fire-proof. The publishing and printing house of Rand, McNally & Co. started in 1856. Since then the growth of its business has been steady and phenomenal. This growth has necessitated several removals and enlargements of quarters. In the present location, however, ample provisions have been made for future expansion.

The Rookery Building, occupying the block bounded by Adams, La Salle, and Quincy streets, and Rookery Place. It is 170 x 180 feet, and eleven stories high, built of syenite granite up to the third story, and the rest of brown brick and terra cotta, in the Romanesque style.

Marshall Field & Co.'s Buildings.—The wholesale and retail departments of this well-known firm occupy separate buildings. The wholesale warehouse, a magnificent structure, covers the entire square bounded by Fifth Avenue, Adams, Quincy, and Franklin streets. It is built of granite and brown stone. Within,

the building is divided into three sections by two parallel fire-walls, extending from front to rear. The entrance-way admits one into the center section, an immense room, about 175 feet square, occupied by the executive departments. On the side of the passage-way is the counting-room, with its numerous departments, and its clerical force of 190 men; and the various private rooms of the executive heads. On the other are the general salesmen and their assistants. Within the walls there are 1,700 men em-



The Rand-McNally Building

ployed in thirty-four departments. There are eight floors, each of which has an area of nearly $1\frac{1}{2}$ acres, a total of nearly twelve acres of floor space. From this establishment every week is sent forth an average of nearly \$700,000 worth of merchandise. The structure occupied by the retail department is located on the corner of State and Washington streets. The present premises have a frontage of 260 feet on State Street and 150 feet on Washington Street,

with a height of seven floors in the main structure and six in those adjoining, giving a total floor space of about six acres. The interior of the main building is pure white, and is lighted by a great central open quadrangle or skylight. About the four sides of this quadrangle, on the second floor, is a pretty resting-place, where women may indite their notes, exchange pleasant chat, or rest after the fatigue of shopping. Another unique feature is the women's tea-room. This dainty apartment is situated on an upper floor, entirely isolated from the rest of the establishment. The cuisine is perfect. The service is quiet and elegant. Here nearly 1,500 people are daily served.

The Insurance Exchange Building, which occupies the block on La Salle Street between Adams and Quincy streets, is 66 x 170 feet, and ten stories high. The first story is built of blue Bedford limestone, the superstructure being of brick and terra cotta. There are three elevators, with provision for three more, if required.

J. V. Farwell & Co.'s Building, on Market Street between Monroe and Adams streets, is of similar interest. It includes the entire block bounded on three sides by the streets just named, and on the fourth by the river. Its dimensions are 400 feet (on Market Street) by 275 feet deep, and it contains six stories and two basements. The materials of which it is constructed are iron and red pressed brick. The cost was \$1,000,000. J. V. Farwell & Co., wholesale dry-goods merchants, occupy the largest portion of the building, though the Market Street front is occupied by a row of stores which are rented to other firms.

The Rialto Building fronts on Sherman and Van Buren streets and Pacific Avenue, and extends north to the alley separating it from the Board of Trade Building. The dimensions are 145 x 175 feet, and it is nine stories high. The cost of the building was about \$700,000.

The Home Insurance Building is located on the northeast corner of La Salle and Adams streets. It is ten stories high, and covers a ground space of 14,000 square feet. The cost of erection was about \$800,000.

The Phoenix Insurance Building fronts on Pacific Avenue facing the Board of Trade Building, Jackson Street facing the Grand Pacific Hotel, and Clark Street. It covers a ground space

50x214 feet, and contains ten stories, of which the uppermost is twenty-two feet in height. The lower three stories are built of Vert Island brown stone, and the balance of red pressed brick and terra cotta, while the claim is that it contains one of the handsomest interiors, among buildings of its class, in the United States. It is finished throughout with mahogany, and all offices have marble bases, while all halls and stairways are made entirely of white



The Rookery Building.

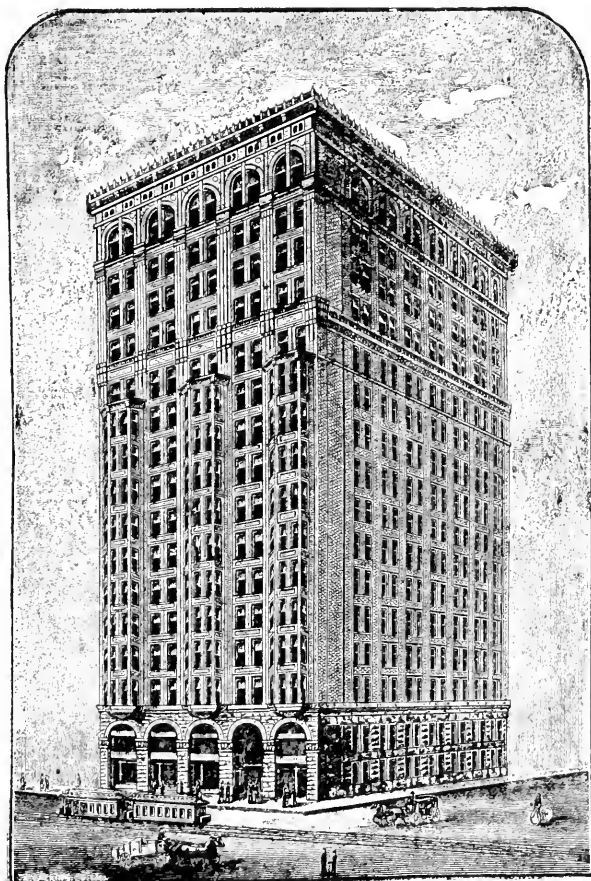
marble, the latter being fitted with bronze rails. In this building are to be found the General Western Offices of the Phoenix Insurance Company, occupying the entire top floor. They cover a floor space of 50x210 feet, and are twenty-two feet high, the entire area being a clear space, uninterrupted by columns or partitions, and the interior view afforded is notable among the commercial offices of the country. The cost of the building was about \$700,000.

Siegel, Cooper & Co.—The magnificent structure now occupied by this firm was erected from the designs of W. L. B. Jenney, in 1892, and is the largest store in the world used for retail purposes. It stands on State Street, and extends from Van Buren to Congress streets, being 402 feet in length by 143 feet in depth, and is 133½ feet in height, divided into eight stories, basement, and attic. The material used is a steel and iron combination, thoroughly fire-proofed, the street fronts being of a very light, warm gray granite, from Kearsarge Mountain, near North Conway, New Hampshire. The floors are of fire-proof tile arches, tested to several times the load that can possibly come upon them. The concern of Siegel, Cooper & Co. is incorporated under the laws of Illinois, and is, therefore, a stock company. The business of the house is divided into sixty-one departments, covering every conceivable commodity in small wares and dry goods. A small army of employes, 1,800 in all, is required to minister to the wants of customers who daily throng the spacious floors of the building, which, in all, comprise nearly 600,000 square feet, or about 15 acres, exceeding by 100,000 square feet the floor space of the Bon Marché in Paris, which, hitherto, has been reputed the largest retail store in the world.

The Pullman Building, at the corner of Michigan Avenue and Adams Street, besides being one of the largest and handsomest office buildings in the city, is an object of interest as the official headquarters and home of the world-famous Pullman Palace Car Company. As everyone knows, this corporation is a very young one; and yet, within the few years of its existence, it has taken a permanent position among the conveniences and comforts of civilization. In the United States, Canada, and Mexico its cars are run regularly over 70,000 miles of railroad, while in England and Europe some twenty-four through lines have adopted the cars, a marked improvement on the old system.

The Unity Building is an office building located on the east side of Dearborn Street, between Washington and Randolph streets. It is sixteen stories high, is fire-proof, and cost about \$1,000,000. The main frame-work of the building is built of iron and steel, and is so arranged as to make the very best construction. Of the outer walls, the lower two and one-half stories are of Bay

of Fundy red granite, and the remainder are of the finest quality of buff-colored pressed brick and terra cotta. All the floors are constructed of strong tile arches, supported by steel beams. The partitions are of hollow tile and crystalline glass. The floors in the office are of hard wood. The halls are lined with white Italian



The Unity Building.

marble, and have mosaic and ornamental tile floors. The wood trimmings in the offices are of antique oak. The stairway is of steel, with marble treads.

The Ashland Block is situated on the northeast corner of Clark and Randolph streets. The floors are made of heavy tile

arches, and are covered with a maple-finished floor, except in the halls and entrances, where the handsome marble and mosaic floors are expensive and artistic enough to suit the most fastidious taste.

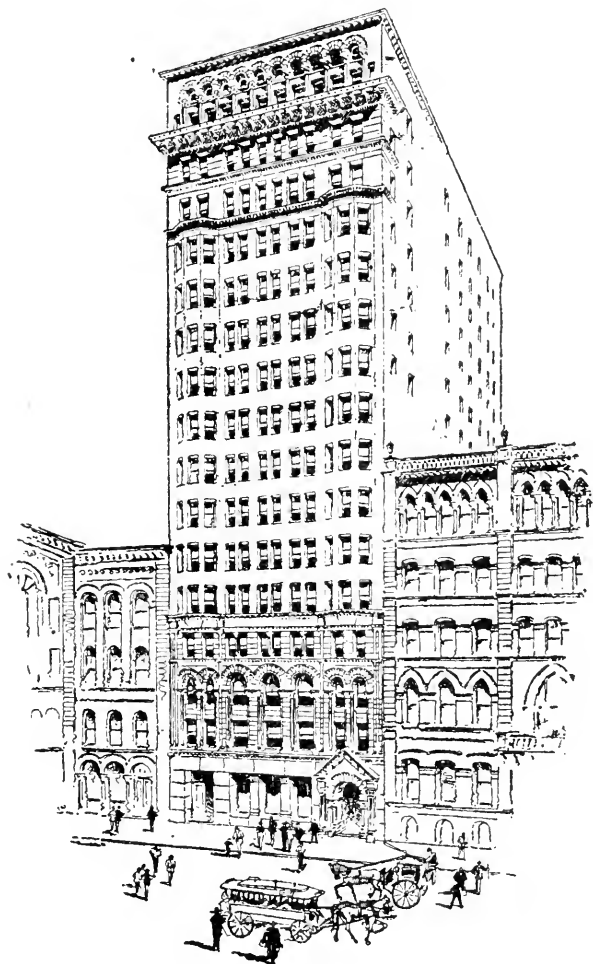
The Herald Building, the home of the *Chicago Herald*, is not only a completely fitted newspaper office, but a magnificent structure as well. Solidly built, elegant in interior appointments, and replete with all the modern conveniences, it is a feature in urban architecture. The building is located at 154-158 Washington street. Its height is 124 feet. The façade of this massive structure is beautiful in outline, and the architecture may be termed the Norman Renaissance, with Gothic details. The base of the building is of red granite and the elevation of terra cotta. The interior is finished in magnificent style. Sienna marble columns support an arched ceiling, embossed and finished in tints of ivory and gold, which are in beautiful harmony with the arabesque work on the walls. The floor is of Italian mosaic. About 200 incandescent lamps and thirty arc lights are used to illuminate the ground floor.

The Schiller was erected by the German Opera House Company at a cost of \$700,000. The purpose of the formation of the corporation was the construction and maintenance of a first-class fire-proof theater building for the production of plays in the German and English tongues, besides providing smaller halls and club rooms. Besides the theater and halls, there are also 204 offices, two stores, and a large restaurant. The building is built of gray stone, and is beautiful and imposing. The Schiller is located on Randolph Street between Clark and Dearborn streets.

The Masonic Temple is located on the northeast corner of State and Randolph streets. It is probably the highest office building in the world. The main entrance is beautiful and imposing. A twelve-foot corridor runs, on every floor, around the interior of the building. The Temple is twenty stories high. The first sixteen stories are used for office and store purposes. The seventeenth and eighteenth stories are used by the Masonic fraternity. See Chapter XIV.

The Temple, corner of La Salle and Monroe streets, was erected by the Woman's Temperance Building Association. The building is one of the most magnificent exhibits of architecture in

the city. It has a frontage of 190 feet on La Salle Street, and is ninety-six feet deep. The building cost \$1,100,000, and the ground site has an equal valuation. The first two stories are faced with rich red granite; the remaining stories with red brick



The Title & Trust Building.

to correspond. The architecture of the building is French Gothic. The building itself consists of two wings united by a narrow middle portion called the vinculum. Large courts admit light and air. The La Salle Street front is made continuous to a lofty

stone arch which forms the main entrance. The four corners presented to La Salle Street have a rounded turret treatment, and the intermediate windows in front of each wing are grouped under a broad arch in the next story. The steep roof is broken into terraces, marking the three stories above the cornices.

The Title & Trust Building, located at 98-102 Washington Street, is a magnificent structure, seventeen stories in height, built from plans made by Henry Ives Cobb, architect. The cost of the building and ground was \$1,300,000, both being the property of the Chicago Title & Trust Company, a corporation capitalized at \$1,500,000.

The following list of the principal office buildings, with their location, will be found useful:

PRINCIPAL OFFICE BUILDINGS.

- Adams Express*, 185 Dearborn Street.
- Allerton*, South Water Street near State Street.
- American Express*, 72 and 74 Monroe Street.
- A. H. Andrews & Co.*, 215 Wabash Avenue.
- Andrews*, 155 La Salle Street.
- Ashland*, Clark and Randolph streets.
- Arcade*, 156-164 Clark Street.
- Atlas*, 45-61 Wabash Avenue.
- Athenæum*, 12 and 14 Van Buren Street.
- Auditorium*, Congress Street and Wabash Avenue
- Ayers*, 166-172 State Street.
- Butchelder*, Clark and Randolph streets.
- Bay State*, State and Randolph streets.
- Board of Trade*, La Salle and Jackson streets.
- Bonfield*, 199 Randolph Street.
- Borden*, Randolph and Dearborn streets.
- Bort*, 17-21 Quincy Street.
- Boyce*, 112 and 114 Dearborn Street.
- Boylston*, 265-269 Dearborn Street.
- Brother Jonathan*, 4 Sherman Street.
- Bryan*, 160-174 La Salle Street.
- Calumet*, 187-191 La Salle Street.
- Caxton*, 328 Dearborn Street.
- Central Manufacturing*, 74-88 Market Street.
- Central Music Hall*, State and Randolph streets.
- Central Union*, 277 Madison Street.
- Ceylon*, Wabash Avenue and Lake Street.
- Chamber of Commerce*, Washington and La Salle streets.
- Chemical Bank*, 87 Dearborn Street.

Chicago Opera House, Clark and Washington streets.
Chickering Music Hall, 239 Wabash Avenue.
Cisco, 84 and 86 Washington Street.
Citizens' Bank, 119 and 121 La Salle Street.
City Hall, Washington and La Salle streets.
Cobbs, 124 and 126 Dearborn Street.
Columbus, State and Washington streets.
Commerce, 14 and 16 Pacific Avenue.
Commercial National Bank, Monroe and Dearborn streets.
Como, 325 Dearborn Street.
Counselman, La Salle and Jackson streets.
Court House, Washington and Clark streets.
Crilly & Blair, 171 Dearborn Street.
Criminal Court, Michigan Street and Dearborn Avenue.
Custom House, Clark and Adams streets.
Dale, 308 Dearborn Street.
Davison, 153 Fifth Avenue.
De Soto, 146 Madison Street.
Dexter, 76 Adams Street.
Dickey, 46 Dearborn Street.
Donahue & Henneberry, 407 Dearborn Street.
Dore, State and Madison streets.
Drake, Wabash Avenue and Washington Street.
Dyche, State and Randolph streets.
Ely, Wabash Avenue and Monroe Street.
Empire, 130 La Salle Street.
Equitable, 110 Dearborn Street.
Evening Journal, 161 Dearborn Street.
Evening Post, 164 and 166 Washington Street.
Exchange, Van Buren Street and Pacific Avenue.
Fairbanks, Wabash Avenue and Randolph Street.
First National Bank, Dearborn and Monroe streets.
Foote, Clark and Monroe streets.
Forbes, 193 Washington Street.
Franklin, 349 Dearborn Street.
Fry, 84 and 86 La Salle Street.
Fuller, 148 and 156 Dearborn Street.
Fullerton, 94 and 96 Dearborn Street.
Gaff, 230 La Salle Street.
Girard, 296 Dearborn Street.
Greenebaum, 72 Fifth Avenue.
Grocers, 29-43 Wabash Avenue.
Hale, State and Washington streets.
Hampshire, La Salle and Monroe streets.
Hansen, 116 Dearborn Street.
Harding, 155 Washington Street.
Hawley, 134 Dearborn Street.
Henning & Speed, 121 Dearborn Street.

Herald, 154 Washington Street.
Hobbs, 95 Washington Street.
Holt, 165 Washington Street.
Holbrook, 215 Wabash Avenue.
Home Insurance, La Salle and Adams streets.
Honore, 204 Dearborn Street.
Howland, 192 Dearborn Street.
Hyman, 146 South Water Street.
Illinois Bank, 117 Dearborn Street.
Imperial, 252 Clark Street.
Ingals, 190 Clark Street.
Insurance Exchange, La Salle and Adams streets.
Inter-Ocean, Dearborn and Madison streets.
Jarvis, 124 Clark Street.
John Jones, 119 Dearborn Street.
Katahdin, Dearborn Street, near Van Buren Street.
Kedzie, 120 and 122 Randolph Street.
Kearsarge, Dearborn and Jackson streets.
Kent Block, 151 Monroe Street.
Kent Building, 12 Sherman Street.
Kentucky, 195-203 Clark Street.
Kimball Hall, 243-253 Wabash Avenue.
Kingsbury, 115 Randolph Street.
King, 85 Washington Street.
Lakeside, Clark and Adams streets.
La Fayette, 70 La Salle Street.
La Salle, La Salle and Madison streets.
Lenox, 88 and 90 Washington Street.
Lind, Randolph and Market streets.
Lowell, 308 Dearborn Street.
Lumber Exchange, South Water and Franklin streets
Major, 151 La Salle Street.
Mallers, 226 and 228 La Salle Street.
Manhattan, 307-321 Dearborn Street.
Manierre, Madison and Dearborn streets.
Marine, Lake and La Salle streets.
Mason, 94 Washington Street.
Masonic Temple, State and Randolph streets.
McCormick, 73 Dearborn Street.
McNeil, 130 Clark Street.
McVicker's, 78-84 Madison Street.
Mentor, 163 State Street.
Mercantile, 112-118 La Salle Street.
Merchants, La Salle and Washington streets.
Methodist Church, Washington and Clark streets.
Metropolitan, Randolph and La Salle streets.
Monadnock, Dearborn and Jackson streets.
Monon, 326 Dearborn Street.

- Montauk*, 111-117 Monroe Street.
Morrison, Clark and Madison streets.
National Life, 157-163 La Salle Street.
Nevada, Franklin and Washington streets.
Nixon, 169-175 La Salle Street.
Northern Office, Lake and La Salle streets.
Open Board of Trade, 18-24 Pacific Avenue.
Oriental, 122 La Salle Street.
Otis, 158 La Salle Street.
Owings, 213 Dearborn Street.
Oxford, 84 La Salle Street.
Parker, 97 Washington Street.
Phenix, 138 Jackson Street.
Pontiac, Dearborn and Harrison streets.
Portland, 109 Dearborn Street.
Post Office, Clark and Adams streets.
Potwin, 126 Washington Street.
Powers, Madison Street and Michigan Avenue.
Pullman, Adams Street and Michigan Avenue.
Purinton, 304 Wabash Avenue.
Quincy, Clark and Adams streets.
Quinlan, 81 and 83 Clark Street.
Rand-McNally, 160-174 Adams Street.
Rawson, 70-74 Dearborn Street.
Real Estate Board, 59 Dearborn Street.
Reaper, Washington and Clark streets.
Rialto, Sherman and Van Buren streets.
Rookery, Adams and La Salle streets.
Royal Insurance, 165 Jackson Street.
Ryerson, 49 Randolph Street.
St. Mary's, Madison Street and Wabash Avenue.
Safe, 51-55 Dearborn Street.
San Diego, Wabash Avenue and River Street.
Schiller, Randolph Street, between Clark and Dearborn streets.
Schloesser, La Salle and Adams streets.
Sears, 99 and 101 Washington Street.
Security, Fifth Avenue and Madison Street.
Shepherd, Madison Street, near Fifth Avenue.
Shreve, 93 Washington Street.
Sibley, 2-16 North Clark Street.
Staats Zeitung, 99 Fifth Avenue.
Stock Exchange, 171 Dearborn Street.
Stewart, State and Washington streets.
Stevens' Art, 24 and 26 Adams Street.
Superior, 77 and 79 Clark Street.
Syracuse, 173 Randolph Street.
Tacoma, La Salle and Madison streets.
Taylor, 140 Monroe Street.

Telephone, 203 Washington Street.
Temple Court, 225 Dearborn Street.
Teutonia, Fifth Avenue and Washington Street.
Times, Fifth Avenue and Washington Street.
Title & Trust, 98-102 Washington Street.
Tobey, 243 State Street.
Traders, 6-12 Pacific Avenue.
Trayner, 182 State Street.
Tribune, Dearborn and Madison streets.
Union, Washington and La Salle streets.
Unity, 75-81 Dearborn Street.
U. S. Express, 87 Washington Street.
University Club, 116 and 118 Dearborn Street.
Vermont, 155 Fifth Avenue.
Venetian, 34 and 36 Washington Street.
Wadsworth, 181 Madison Street.
Watson, 123 La Salle Street.
Washington, 110 Fifth Avenue.
Western Bank Note, Michigan Avenue and Madison Street.
Wheeler, 6 and 8 Sherman Street.
Williams, 87 Dearborn Street.
Willoughby, Franklin and Jackson streets.
W. C. T. U. Temple, La Salle and Monroe streets.
Y. M. C. A., La Salle Street, between Madison and Monroe streets.



Marshall Field & Co.'s Wholesale Building, Fifth Avenue and Adams Street

The Banks.

On May 17, 1892, twenty-four National banks were doing business in Chicago. The total amount of their capital and surplus was \$35,304,652. They held deposits amounting to \$143,408,951, and the amount of their commercial loans was \$102,421,765. At the head of these great financial concerns stands the First National Bank, lately removed into a new and magnificent building on the northwest corner of Dearborn and Monroe streets; while the Chicago National Bank, on the southwest corner of the same streets, though young, has gained an excellent reputation. Besides the National banks, numerous private banks and bankers furnish the merchants and manufacturers of Chicago with the banking facilities they require.

List of Banks.—For the convenience of visitors a full and revised list of the banks of Chicago is appended:

American Exchange National Bank, Dearborn and Jackson streets.

Atlas National Bank, southwest corner Washington and La Salle streets.

Bankers' National Bank, Masonic Temple, corner State and Randolph streets.

Bank of Commerce, 188-192 La Salle Street (Woman's Temple Building).

Bank of Montreal, 188-192 La Salle Street (Woman's Temple Building).

Central Trust & Savings Bank, corner Fifth Avenue and Washington Street.

Chemical National Bank, 85 Dearborn Street.

Chicago Clearing House Association, 103 Monroe Street.

Chicago National Bank, southwest corner Dearborn and Monroe streets.

Chicago Trust & Savings Bank, 122 and 124 Washington Street.

Columbia National Bank, northwest corner La Salle and Quincy streets.

Commercial Loan & Trust Co., 115 La Salle Street.

Commercial National Bank, southeast corner Dearborn and Monroe streets.

Continental National Bank, southwest corner La Salle and Adams streets.

Corn Exchange Bank, 217 La Salle Street (Rookery Building).

Division Street Bank, 319 East Division Street.

Drovers' National Bank, 4207 South Halsted Street.

First National Bank, northwest corner Dearborn and Monroe streets.

Fort Dearborn National Bank, 187 Dearborn Street (Adams Express Building).

Hibernian Banking Association, northeast corner Clark and Randolph streets.

Hide & Leather National Bank, southeast corner La Salle and Madison streets.

Home National Bank of Chicago, 184 West Washington Street.

Illinois Trust & Savings Bank, southeast corner La Salle and Adams streets.

International Bank, 110 La Salle Street.

Merchants' Loan & Trust Co., 103 Dearborn Street.

Merchants' National Bank, 80 and 82 La Salle Street.

Metropolitan National Bank, 188-192 La Salle Street (Woman's Temple Building).

National Bank of America, 188-192 La Salle Street.

National Bank of Illinois, 115 Dearborn Street.

National Live Stock Bank, Union Stock Yards.

Northwestern Bond & Trust Co., 175-179 Dearborn Street.

Northwestern National Bank, southeast corner La Salle and Adams streets.

Oakland National, 3961 Cottage Grove Avenue.

Park National Bank, northwest corner Washington and Dearborn streets.

Prairie State National, 110 West Washington Street.

Union National Bank, northeast corner La Salle and Adams streets.

Union Trust Company, corner Dearborn and Madison street.

SAVINGS BANKS.

Chicago Trust & Savings Bank, 122 and 124 Washington Street.

Home Savings Bank, 104 and 106 Washington Street.

Hibernian Banking Association, northeast corner Clark and Randolph streets.

Home Savings Bank of Chicago, 184 West Washington Street.

Illinois Trust & Savings Bank, southeast corner La Salle and Adams streets.

Prairie State Savings & Trust Co., 45 South Desplaines Street.

Union Trust Company Savings Bank, 133 Dearborn Street

BANKERS.

W. T. Richards & Co., 71 Dearborn Street.

Brewster, Edward L. & Co., corner Dearborn and Monroe streets.

Buchler, John, northwest corner La Salle and Randolph streets.

Clausenius, H. & Co., 82 Fifth Avenue.

Dreyer, E. S. & Co., northeast corner Washington and Dearborn streets.

Felsenthal, Gross & Miller, 108 La Salle Street.

Foreman, H. G. & Bros., 128 and 130 Washington Street.

Harris, N. W. & Co., 163 and 165 Dearborn Street.

Kennet, Hopkins & Co., Board of Trade Building.

Mayer, Leopold & Son, 157 Randolph Street.

Meadowcroft Bros., northwest corner Dearborn and Washington streets.

Municipal Investment Company, 164 Dearborn Street.

Niehoff, C. L. & Co., 49 La Salle Street.

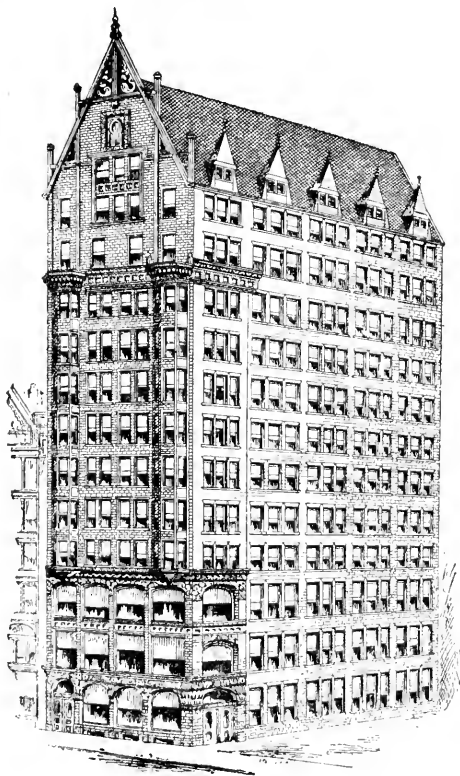
Peterson & Bay, corner Randolph and La Salle streets.

Richard, C. B. & Co., 62 South Clark Street.

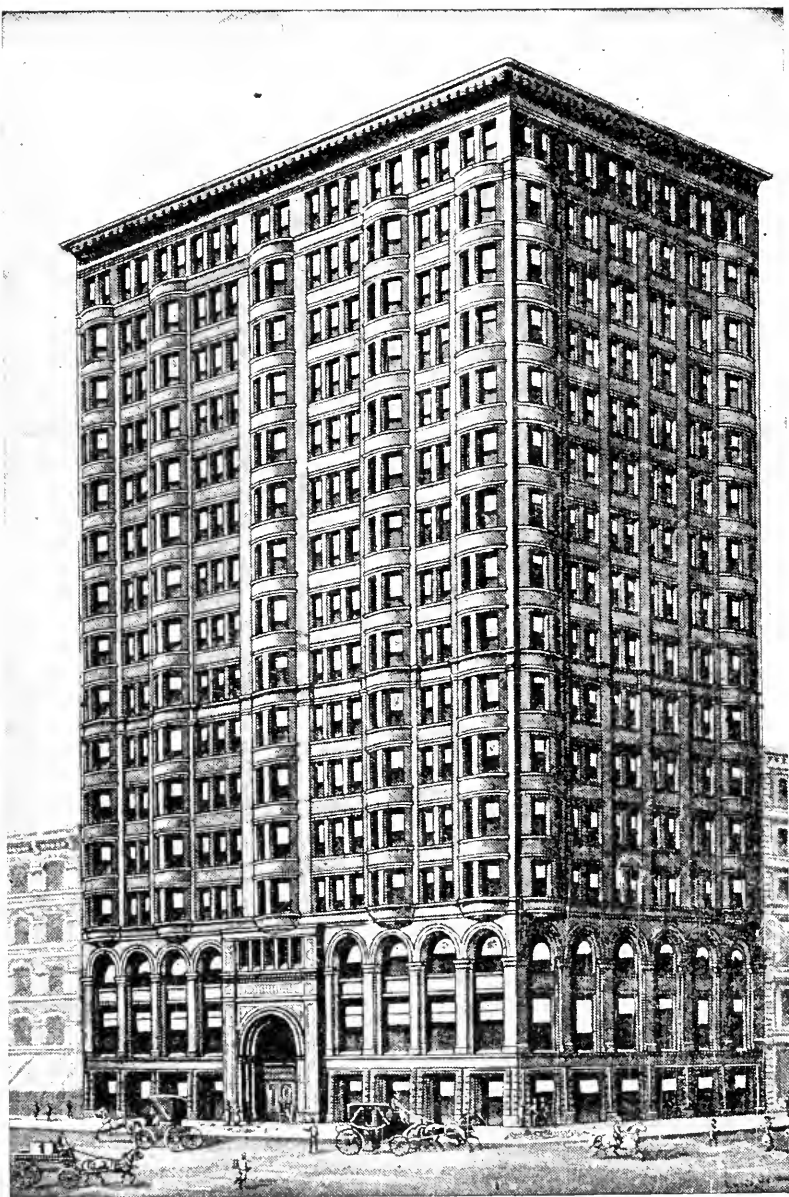
Schaffner, H. & Co., 100 and 102 Washington Street.

Silverman, L., 93 and 95 Dearborn Street.

Wasmansdorff & Heinemann, 145 and 147 Randolph Street.



Boyce Building, 112-114 Dearborn Street.



ASHLAND BLOCK, CORNER OF CLARK AND RANDOLPH STREETS.

IX.

THE LAKE, RIVER, AND HARBOR.

Lake Michigan, the second in size of the five great fresh-water lakes, and the only one lying wholly within the United States, is 320 miles long, 70 miles in mean breadth, and 1,000 feet in mean depth. It is 578 feet above sea-level, and has been found by careful and accurate observation to have a lunar tidal wave of three inches.

With an area of 22,000 square miles, Lake Michigan is the third largest body of fresh water on the face of the globe. Its principal harbors are Chicago, Milwaukee, and Grand Haven. With the lower lakes and the St. Lawrence River, it forms a natural outlet for one of the richest grain-growing regions in the world.

The course from Chicago to Lake Huron is 330 miles, and from the World's Fair City to Liverpool it is but 4,500 miles, over one-half of which is in inland waters, and comparatively smooth sailing. The ports of the great lakes are novel and picturesque features, their harbors differing from those of maritime cities, being often open roadsteads. Islands and land locked bays are the exception rather than the rule, while in their place long breakwaters, with costly and extensive piers, protect shipping and cargoes from sudden tempest and severe storm.

Nor is Chicago different from the rule of the lake ports. Situated at the mouth of the river, the port of Chicago is constructed of, and protected by, a series of piers and sheltering breakwaters constructed by the Federal Government at very heavy expense.

The entrance to the river, as viewed from the lake, is a weird, varied scene, composed, as it is, of a vast conglomeration of timber yards, immense elevators, huge steamships, long lines of

freight wagons, and stacks of lumber, with a dusky background of mammoth buildings and attendant smoke nuisance. The water, covered with puffing, whistling tugboats, great four-masters, and huge propellers, is murky, troubled, and turgid. At nightfall the confusion is intensified by the colored lights and hoarse steam-whistles of departing steamers.

The Harbor.—The Government harbor, when completed, will include a sheltered area 16 feet in depth, covering 270 acres, with communicating slips along the lake front covering 185 acres; making a total of 455 acres; this in addition to the river, with which the outer harbor communicates. There is, also, an exterior breakwater, one-third of a mile north of the end of the north pier, so situated as to protect vessels entering the mouth of the river. The length of this outer breakwater will be 5,436 feet, of which over 4,000 feet have been completed. The north pier, measuring from the outer end of the Michigan Street slip, is 1,600 feet long, and extends 600 feet beyond the easterly breakwater, which latter, beginning at the outer end of the south pier, extends directly south 4,060 feet, and is distant 3,300 feet from the present shore line south of Monroe Street. A channel, 800 feet wide, intervenes between this and the north end of the southerly breakwater. This latter breakwater continues for a short distance due south, then turns at an angle of thirty degrees, and extends in a southwesterly direction to within about 1,550 feet of the present shore line, and 500 feet from the dock line. This breakwater is 3,950 feet in length. There is a lighthouse on the shore end, and a beacon light on the lake end of the north pier, and a beacon-light on the south end of the easterly breakwater. The Life Saving Station is at the lake end of the northernmost railroad wharf, directly adjoining the south pier. Boats run from the lake shore opposite Van Buren Street to the eastern breakwater during the summer months.

Divided by its river into three sections, Chicago has a river frontage of 58 miles, $22\frac{1}{2}$ of which are navigable, a length greater than the whole frontage of the port of Liverpool.

Three hundred and thirty-nine vessels of 71,260 tons aggregate burden, and of a total value of \$3,088,350, are owned and registered in the port of Chicago. In this connection it only remains to notice the shipping returns: In 1890, 21,054 vessels,

aggregating 10,288,688 tons, entered or left for the Great Lakes, a daily average of 57 vessels; in 1891, the arrivals were 10,354 coasting vessels and 153 vessels engaged in foreign trade, a total of 10,507, with a tonnage of 5,138,253. The clearances numbered 10,235 coasting vessels and 312 vessels engaged in foreign trade, a total of 10,547, with an aggregate tonnage of 5,150,615. In the month of August the arrivals averaged 56 per day, and the clearances 56. The duties collected on foreign imports amounted to \$5,182,476.

The lake is patrolled by one steamship of the U. S. Navy, antique in type, and valuable more as a surveying vessel than anything else. This single vessel is often at anchor off Chicago, and can be inspected by visitors by boat from the foot of Van Buren Street.

The ocean steamship lines have the following agencies in the city:

Allan—State Line, 112 La Salle Street.

American, 88 La Salle Street.

Anchor, 70 La Salle Street.

Compagnie General Transatlantique, 166 Randolph Street.

Cunard, 131 Randolph Street.

Dominion, 74 La Salle Street.

Hamburg-American, 125 La Salle and 32, 2 Sherman streets.

Inman, 32 Clark Street.

Netherland-American, 86 La Salle Street.

North German Lloyd, 80 and 82 Fifth Avenue.

Red Star, 145 Randolph Street.

White Star, 54 Clark Street.

Lake Transportation.—The offices of the Goodrich Line are at the foot of Michigan Avenue, those of the Graham & Morton Company being at the dock at the foot of Wabash Avenue.

Within the city limits (and irrespective of ornamental waters in the parks) there are three lakes, with an aggregate area of about 4,095.6 acres, made up as follows: Calumet Lake, 3,122 acres; Hyde Lake, 330.8 acres, and that portion of Wolf Lake lying within the city limits, 624.8 acres; Calumet and Wolf lakes being navigable.

X.

A RAMBLE AT NIGHT.

A celebrated European philanthropist, who recently visited Chicago, is recorded as saying that the prevalent dirt and flagrant vice there visible exceeded everything in London, but that he had seen scarce any evidence of actual want.

Chicago of a night-time is another city to Chicago by day. The business and family portion of the community being mainly housed in comparative comfort or superlative splendor in the outskirts, it is to the pleasure-seekers, and, alas! in certain less reputable quarters, to their parasites, that our streets are given over of an evening. In the principal streets and avenues the merry theater-goers may be seen trooping to the particular shrine of Thespis that they propose to favor, and beaming on all alike with their impartial and alluring rays stand the numerous beacon-lights of civilization, the bar-rooms.

A Nocturnal Ramble.

Slumming.—One of the diversions in London used to be to make up a party, secure the services of an experienced police officer—usually a detective—and visit the region of poverty and crime of the East End. That miserable precinct is called the “slums,” and hence the verb. But Chicago has little to show, as yet, which resembles the narrow and intricate streets, the blind alleys, hidden courtyards, and murder-inviting places along the lower Thames and in Whitechapel. “Slumming,” therefore, in the London sense of the word, can not be satisfactorily carried out here, though it is certainly possible to hire a guide at some of our many private detective agencies, and to pay him to show you the

darker parts of the town at midnight. But the chances are, unless you are hunting for an opportunity to join in with some deviltry which must hide away from the light and the law, that he will reveal to you little, if anything, more than you can see for yourself any night. As for danger—pooh! Leave at home your silk hat, diamond studs, and kid gloves, and your watch too, if it is a valuable one; don't exhibit a roll of bills when you pay for your occasional glass of beer or cigar; don't be too inquisitive, and don't allow yourself to be enticed into any back-yards or dark doorways, nor up or down any stairways, by man or woman. Above all, keep quite sober, so clear-headed that you can not only take care of yourself, but that you could closely observe and subsequently identify any person who tried to do you harm. That ability is what criminals fear more than anything else; and a sober man, of ordinary appearance and tact, can go anywhere on the streets of Chicago (save, perhaps, certain remote parts of the water-front or railroad yards which nobody has a call to visit), at any hour of the night, without worrying himself a particle as to his safety.

Some suggestions as to a good route for a nocturnal ramble, and the sort of things a person may expect to see, may be useful. If you are in search of evil, in order to take part in it, don't look here for guidance. This book merely proposes to give some hints as to how the dark, crowded, hard-working, and sometimes criminal portions of the city look at night.

Starting, let us say, from the City Hall about 8 P. M. of any ordinary evening, the sight-seer (who will do well to hire the services of a stout private detective as a guide) may take his way along South Clark Street to observe the haunt of color and habitat of Chinamen.

Huge "buck niggers" adorn the respective gin-mill doors, "oiled and curled (like) Assyrian bulls," and absolutely guiltless of any higher mission in life than "playing de races" or "shootin' craps." Beware of any altercation with these elegant samples of the education, emancipation, and civilization of the negro, as the gentlemen in question, whose purple and fine linen are frequently provided for by the moral obliquity of an ebony Venus, are bullies pure and simple, and carry concealed, if not a revolver, certainly a razor. They are apt to exhibit a supreme contempt for

"low white trash," and to demonstrate their distaste in a rather forcible method. South Clark Street, Custom House Place, and the locality between Van Buren and Twelfth streets have been well described as the "Bad Lands" of Chicago. Here and in similar localities, particularly Dearborn Street farther south, near Twentieth, and on the West Side, the Cyprian Venus is the only recognized deity, and the local Lais her bedraggled or bejeweled priestess. The only difference noticeable in the personality of the priestess is in the vestments; as Pope's pregnant lines so well express it:

"One flaunts in rags, one flutters in brocade."

Life on the Levee.—Walking on the artificial elevation of the Twelfth Street viaduct, one is at the window ledges of second stories and looks into the upper rooms of the denizens of a quarter never for a moment at rest. The lower rooms are devoted to the sale of liquor, and to inhabitants upon whom society perpetually frowns. A narrow way divides the fronts of the houses from the wall of the viaduct, and along this pavement, with open doors of brothels and liquor stores on the one hand and an impassable barrier on the other, the straggler has small chance of escape. There is a dim gas-lamp here and there along the way, though its light penetrates but weakly in the darkness of the cellar-like place. There are plush curtains before the windows and the doors are glazed. During the hours of daylight the place is still enough, but at night the rooms are lighted up with a glaring brilliancy, much better than the public walk outside, and the noise of musical instruments salutes one continually.

Stories of the viaduct and that section of Clark Street generally known as "the levee" are too numerous to relate. Scarcely a night of the world but some man who thinks he knows enough to take care of himself wherever he may happen to be meets rude awakening on the levee. It is a jungle which the wise man with a regard for his "roll" keeps away from; but it must be added that it is also a jungle in the sense that it never goes out after its man. If you fall among thieves in that locality, it is because you have sought them. They are "at home" twenty-four hours of the day, but they never go off on raids and bring victims home from afar. "Bad Lands," "Niggertown," "Biler Avenue," or "Little Hell," as the locality has been variously termed; it is the great wallowing ground of the three pet and particular vices of Chicago, gambling, drinking, and licentiousness, thrust, as all three are, to the notice of passengers by open, flaunting, and patent sign.

In his message to the Council, in 1891, Mayor Washburne reviewed the matter as follows: "The suppression of public

gambling in a great metropolis and cosmopolitan city like Chicago is a matter easier undertaken than accomplished. Until the three great inherited and inborn passions of man—licentiousness, gambling, and intoxication—have been eradicated, by education or birth, no statute laws can entirely suppress the social evil, gambling, and intemperance. *When our hypocrites cease to extol their own virtues in the synagogues, and cease to foster vice in secret by leasing to prostitutes, gamblers, and law-breaking saloonkeepers for the sake of the increased revenues received thereby, then, and then only, can we hope to view the millenium; until then we can no more turn back the tide of man's passion by laws than could Canute turn back the advancing ocean by his command."*

It is well to advise any foolish visitor, who may be tempted to encourage vice even by a passive presence, that the police and the patrol wagon, when raiding the "lair of the tiger" or other disreputable resorts, invariably carry away "the flies" as well as "the spiders." A word to the wise is sufficient; for the foolish an exemplary fine will serve. There are some people who prefer Dame Experience's costly school for every lesson.

The Chinese quarter is essentially Clark Street south of Van Buren Street. The wonderful signs of the Celestial, almost invariably of white lettering on a red painted board, stare one out of countenance from every other doorway. Celestials, in the unvarying costume of their country, haunt the sidewalks, lounging much in the fashion of their occidental neighbors, but with their taper hands concealed in the flowing sleeves or under the equally flowing skirts of their wonderful coats. They come up the steep narrow stairs from the basements that carry—for revenue only—the sign of a laundryman, but which are plainly the habitat of the national *bung-loo*, or the equally exhaustive pastime of *fan-tan*. They are weary-eyed and silent, passing their countrymen without the faintest vestige of recognition, and disappearing in the quaint tea stores or tobacco stalls of the heathen.

Chinese Restaurants.—A visitor desirous of curious fare and cuisine may, with advantage, call at a Chinese restaurant. That kept by Sam Moy and Hip Lung, at No. 319 Clark Street, is a fair sample. The proprietors have spent a large sum of money in fitting up the place, expecting to tickle the Chinese palate with a variety of delicacies. A large gilded sign hangs in front of the building bearing the words "Bon Hong Lou" in Chinese characters, which in English signifies "First-class Restaurant."

The building has been newly painted, with decorations in gilt. In the restaurant proper the floors are highly polished, the tables loaded with rare Chinese dishes, and at each cover is a pair of valuable ivory chop-sticks. From the center of the ceiling hangs a large chandelier, with cut-glass trimmings. In the corners hang pretty figured Chinese lanterns, and in the front part of the room stands a large clock in a hardwood case. Just off the main room is a smaller room elaborately furnished, which is reserved, the proprietor says, for the most distinguished guests.

Six Celestial cooks are hard at work preparing a *menu* for the banquet. It includes such dishes as *ki-an-ko*, Chinese sponge-cake; *chin-gow*, birds' nest soup; *tong-ki* and *tong-up*, boneless chicken and duck; and *la-mi*, shrimp, ham from imported Chinese wild hog, kingfish head, and pickled bamboo roots.

An Opium Joint.—Opium smoking-rooms, popularly called "joints," are hidden away in Clark Street, but it is dangerous to visit them, as the police are likely to raid them at any moment, and the consequences to every one found there are exceedingly unpleasant. The price of "hitting the pipe" is \$1. The habit has spread outside the Chinese quarter, and now "joints" exist uptown, whose patrons are wholly white men and women, who yield themselves to the pipe without any restraint of dignity or decency.

The Lodging-house Section.—Clark Street drifts south through blocks of unseemly buildings and past a succession of houses, of a by no means doubtful repute; past little sheds of stores, places where lunches are sold at night and where kindlings are displayed by day, till one reaches the corner of Polk, where the old gray church of St. Peter breaks the monotony of the unrepresentable. In time past one of the things that emphasized the feverish scenes of darkness was the chime of St. Peter's bell as dawn emerged from the east. The old church is devoted to the German persuasion, and is by no means so well attended now as it has been in the past, for this is not the country of the Teuton.

This section of the city is the lodging-house part of the town. There is no neighborhood in the city, perhaps, so prolific of voters as is South Clark Street. The place is lined, among other things, with an array of "hotels" at which lodging can be had all the way

from 50 cents to \$2 a week. In the basement places, transient rates seldom reach above the trivial sum of 10 cents for a bed, and the privilege to sleep as long as one likes in the morning. There are some good places, where the better class of workingmen without families maintain a sort of a home.

Little Italy.—The Italian population of Chicago numbers about 10,000, and is mainly settled in "The Dive," as the houses adjoining the Twelfth Street viaduct are called. Giacomo and Guiseppe, as usual, vend peanuts and bananas, or attend to the blacking of their fellow-citizens' boots.

A colony of Arabs may be found round about 406 South Clark Street, while the West Side consists largely of Poles and Hungarians, with the usual sweaters' shops; the wholesale clothing business of Chicago being about \$20,000,000 per annum.

In "Judea."—The poor Jews' quarter may be found at the western end of the Twelfth Street bridge and south of the Italian settlement.

Socialists and Anarchists.—These gentry, who received such a salutary lesson in the execution of their leaders, may be found in some of the beer halls of the West Side—beer, anarchy, and socialism being seemingly inseparable companions. Long-haired, of alien birth, entirely innocent of honest work or any kind of bathing, they "haunt low places and herd with the ignorant, possessing just enough knowledge to be mischievous." They met their Waterloo in the Haymarket Square on that memorable 4th of May, 1886. Now, other than for occasional fatuous and fire-brand utterances, the public would be entirely ignorant of their existence. To use a now celebrated phrase, they seem to have fallen (perhaps fortunately for their fraternity) "into a state of innocuous desuetude."

The Finns.—Almost lost in the population of Chicago, partly because of their quiet and virtuous ways of living, are the Finns, who number about 400. Attention has recently been drawn to this little colony because of its efforts to establish a church in which visiting Finlanders may worship during the World's Fair. The faith of these people is the Lutheran. Although the sum needed is \$2,000, they have been unable to raise more than \$700. They now gather every Sunday in a hall, where they are addressed by

professors and students of the Lutheran Seminary of Lake View. None of the Chicago Finns is a man of wealth, but all of them earn an honest living and keep the peace. Few of them speak English. No greater slight can be put on the Finn than to confound him with a Laplander, a mistake often made. An investigation fails to show that there is a single Laplander living in Chicago.

Wine, Women, and Song.—A typical Concert Hall, Engel's Pavilion, can be found on North Clark Street, near Division Street (reached by North Clark Street cable car), where for the sum of 25 cents or so the visitor can hear comic songs amid libations and smoke.

It is the nearest approach to the British music hall that the city boasts of, and is well patronized.

Dance Halls.—By city ordinance, public dance halls where intoxicating liquor and theatrical performances take place are forbidden within an area embracing the heart of Chicago; as a result, they are to be found in the outskirts. A good sample of this particular class of amusement may be seen in full blast on Saturday or Sunday evenings at Barlow's Pavilion, State Street and Archer Avenue.

Chicago's Big Army of Night Workers.

A great and interesting throng that labor while others sleep are to be found by standing at Clark and Madison streets after midnight. You have no idea of the number of persons who look upon midnight as the world does upon noon. It is a vast army that toil while others sleep, and it keeps busy a great number of attendants.

For the benefit of a great number of night workers, dozens of stores are kept open nights—restaurants, drug stores, and saloons. Of course these are not patronized exclusively by the all-night workers. They catch the transient trade of that big community that loves to roam about when other folks are in bed.

It is a queer community—this night crowd. First comes the actor, fresh from his night's labor. He may deserve to be classed with the night worker, though he disappears at 1 or 2 o'clock. The men of the boards are followed by the men of the tables—the waiters of the big downtown restaurants, which close between

12 and 1. By the time these are well on their way home come the first phalanx of the newspaper brigade—the “day” reporters for the morning papers. These linger a little and give way to the first batch of printers. The printers straggle along all through the night, for they get off in gangs, increasing as the night advances. With them, too, comes a portion of the night editorial force—the men who have remained after the departure of the reporters, to edit the work of the latter.

These all gather by ones and twos until by 4 o'clock, when the night reporters cease their labors—then the throng of printers, of editors, of reporters is a great one. They are lovers of gossip and good-fellowship, and gather in the various downtown resorts to break bread or sip a social glass previous to a tedious journey in a horse-car. These cars, by the way, are run for the benefit of the many night workers.

Then comes the crowd of night ramblers—men-about-town, gamblers, thugs, drunks, and people who attend dances. All these furnish a living to the fruit venders, “hot tomales,” and “red-hot” men, etc., as well as the storekeeper.

The vast multitude of early risers—the dinner-pail brigade—are hurrying to their places of daily labor when the last of the night workers leave for home. These are the newspaper office stereotypers and pressmen, the bakers, the telephone girls, and those who work in the all night stores.

And now across the placid surface of Michigan's bosom old Father Sol is asserting himself. “The gray dawn is awaking,” banishing sleep from many a weary couch, and bringing toil to this great hive of human industry. We have been in darkest Chicago, and have seen how “the other half” lives (“very much as it pleases,” the cynic will say). A bath and a breakfast will now be in order, followed by a quiet rest in bed.

XI.

SUNDAY AND RELIGIOUS WORK IN CHICAGO.

Preaching may be heard in Chicago according to the dictates of one's own taste. The means and principal places of worship will be described below; in addition to them, irregular services may be found advertised in the newspapers, where, also, the hours of meeting and subjects of the next day's sermons are announced for many of the leading churches. Should the inclination of the reader lead him to go elsewhere than to church, he will find his range of indoor sight-seeing not necessarily restricted, since many of the museums, art galleries, or libraries are open on Sunday. Many of the theaters, properly speaking, give Sunday performances; occasionally some semi-sacred or benevolent entertainment is shown in the evening. The Casino, the various panoramas, and two or three other exhibitions of that sort are open. The trains of the elevated road, and horse-cars, and cable-cars run as on week days—if anything, doing a larger business. Most, if not all, of the excursion boats, which in summer ply between Chicago and the lakeside resorts, make their ordinary trips, and these places are more crowded upon this than upon any other day of the week. It is a fact, however, that the general tone of the throng which takes its outing on Sunday is inferior to that going upon the lake or to other pleasure resorts during the week. All places for the sale of liquor are supposed to be closed by law (though not in fact, if they have a back door) during the whole Sunday twenty-four hours, and business generally is suspended; but restaurants (except in the heart of Chicago), tobacconists' stores, confectioneries, and kindred establishments keep open doors. Sunday editions are

published by all the morning newspapers printed in English, and there are several weeklies that appear on this day, but no evening paper is printed.

Churches.

"The gentle, earnest, and courageous Father Jacques Marquette was the first priest appointed to the Illinois Mission," says a recent writer. This kindly priest, dying in 1675, was succeeded by Father Claude Allouez. Other priests, Jesuits and Recollets, followed these.

No churches were founded in Chicago until 1833, when there followed each other, in quick succession, a Roman Catholic, a Presbyterian, and a Baptist church. The first of these, St. Mary's Church, dates from the appointment of Father John Irenæus St. Cyr to the pastorate of Chicago, on April 17, 1833. He arrived from St. Louis on May 1st, and on the following Sunday, May 5th, celebrated mass in a little 12 x 12 foot log cabin belonging to Mark Beaubien.

Religious services had been held before this, however, by members of the Methodist Episcopal church, residing at Fort Dearborn, in the winter of 1831-32.

The First Presbyterian Church quickly followed. It was founded on June 26, 1833, by the Rev. Jeremiah Porter. He preached his first sermon in the carpenter shop of the fort, on Sunday, May 19th, two weeks after Father St. Cyr's first sermon; and on Wednesday, June 26th, he organized a church with twenty-six members, seventeen of them being members of the garrison. This congregation was the first to erect a church building, which they did in 1833. The Baptists organized a church the same year, and were followed by the Episcopalians in 1834. It was not until 1851 that the Congregationalists obtained a footing in the young settlement.

The present number of societies, among which almost all denominations of Christians are represented, is about 513, nearly all of them worshipping in their own edifices.

The most noteworthy buildings are the two Roman Catholic Churches of the Holy Name and the Holy Family; the former, the Cathedral church of the Catholic diocese, an ornate Gothic

structure, at the corner of North State and Superior streets, and the latter, popularly known as the Jesuit church, an edifice the interior of which is extremely rich and beautiful, at the corner of May and West Twelfth streets, adjoining St. Ignatius College. Among other fine churches are the Cathedral of SS. Peter and Paul, St. James, Grace, and Trinity (Episcopal); Immanuel (Baptist); Second Presbyterian; Plymouth and New England (Congregational); St. Paul's (Universalist); Centenary (Methodist); Unity and the Church of the Messiah (Unitarian).

Among the clergy of the city are some of the most distinguished ornaments of the American pulpit.

Every denomination of Christians is represented in Chicago, and a few of outspoken paganism. There are said to be over 500 different church buildings in the city, varying in seating capacity from 200 to 2,000, and with a gross total Sunday attendance of 120,000 persons. All depend on their regular congregations, but strangers are welcome at all times, and will be cheerfully provided with seats so long as there are any vacant. Visitors entering a church should make their way within the auditorium, and will find a little curtained space behind the pews where they may wait comfortably until shown to seats. Services in the Protestant churches begin in the morning generally at 10.30, in the afternoon at 3.30, and in the evening at 7.30. The Roman Catholic churches celebrate high mass and vespers at about the same hours.

The following list of churches, with hours of service and pastors, may be useful; any alteration is published in the newspapers every Sunday morning.

Baptist.—*Fourth Church*, Ashland Boulevard and Monroe Street. Services at 10.30 A. M. and 7.45 P. M. Sunday-school at 12.15 P. M.

Western Avenue, Western and Warren avenues. Pastor, Rev. Dr. C. Perren.

First Church, South Park Avenue and Thirty-first Street. Rev. P. S. Henson, D. D., pastor.

Second Church, Morgan and Monroe streets.

La Salle Avenue, near Division Street. Rev. H. O. Rowlands, D. D., pastor.

Memorial Church, Oakwood Boulevard, near Cottage Grove Avenue. Pastor, Rev. L. A. Crandall, D. D.

Christian.—*Central Church of Christ*, Indiana Avenue and Thirty-seventh Street. Prof. W. F. Black, pastor.

West Side Church, 928 West Madison. J. W. Allen, pastor. Services at 10.30 A. M. and 7.30 P. M.

Englewood Church of Christ, Dickey, south of Sixty-fourth Street. N. S. Haynes, pastor. Services at 10.30 A. M. and 7.45 P. M.

Church of Christ, Oakley Avenue and Jackson Street. Services, 11 A. M. and 7.45 P. M.

North Side Church, Sheffield and Montana avenues. Services at 11 A. M. and 7.30 P. M.

Garfield Park Church of Christ, Monroe and Francisco streets. J. W. Ingram, pastor. Services at 10.30 A. M. and 8 P. M. Sunday-school at 9.30 A. M.

Elsmere Church, 15 Ballou Street, near North Avenue. Services at 10.30 A. M.

The Colored Church of Christ, 2819 Dearborn Street. Services at 11 A. M. and 7.45 P. M.

Root Street Mission, Lake Hall, near Wentworth Avenue. Sunday-school at 2.30 P. M.

Ravenswood Church, corner of Wilson Avenue and West Ravenswood Park, Royal League Hall. Sunday-school at 3 P. M. Preaching at 4 P. M.

Rosalie Mission, Rosalie Hall, Fifty-seventh Street and Rosalie Court. Preaching at 4 P. M.

Congregational.—*Bethany Church*, Lincoln and West Superior streets. Services at 10.30 A. M.

Covenant Church, Polk Street and Claremont Avenue.

Tabernacle Church, West Indiana and Morgan streets.

Lincoln Park Church, Garfield Avenue and Mohawk Street. Rev. David Beaton, pastor.

Plymouth Church, Michigan Avenue, between Twenty-fifth and Twenty-sixth streets.

Pilgrim Church, Harvard and Sixty-fourth streets. Rev. Albert L. Smalley, pastor.

Episcopal.—*Cathedral SS. Peter and Paul*, Washington Boulevard and Peoria Street.

Church of the Transfiguration, Forty-third Street, near Cottage Grove Avenue. Rev. Dr. Delafield, pastor.

Church of the Epiphany, Ashland Boulevard and Adams Street. Rev. T. N. Morrison, rector. Morning service at 10.30 A. M.

All Saints Church, 757 North Clark Street. Rev. Montgomery H. Throop, Jr., rector. Holy Eucharist at 8 A. M. Sunday-school at 9.40 A. M. Morning prayer, with sermon, at 10.45 A. M.

Trinity Church, Twenty-sixth Street and Michigan Avenue.

St. Peter's Church, 1737 Belmont Avenue, near Evanston Avenue. Rev. Samuel C. Edsall, rector.

St. Alban's Church, Prairie Avenue, near Forty-fourth Street. Rev. Geo. W. Knapp, rector. Services at 10.45 A. M. and 8 P. M.

Reformed Episcopal.—*St. Paul's Church*, Adams Street and Winchester Avenue.

Lutheran.—*Grace English*, Belden Avenue and Larrabee Street. Rev. L. M. Heilman, pastor. Services at 10.45 A. M. and 7.45 P. M.

Methodist.—*Centenary Church*, Monroe Street, near Morgan. H. W. Bolton, pastor.

Ravenswood Church, Commercial Street and Sunnyside Avenue. Rev. J. P. Brushingham, pastor. Services at 10.30 A. M. and 7.45 P. M.

Paulina Street Church, Thirty-third Court. Rev. Dr. Leach, pastor.

Grace Church, La Salle Avenue and Locust Street. Rev. R. S. Martin, pastor.

First Church, 108 Washington Street. William Fawcett, pastor.

Wicker Park Church, Robey Street and Evergreen Avenue. Pastor, Rev. M. W. Satterfield.

Wabash Avenue Church, Wabash Avenue and Fourteenth Street. Rev. O. E. Murray, pastor.

Simpson Church, Englewood Avenue, near Wentworth Avenue. Pastor, Rev. W. R. Goodwin.

Wesley Church, North Halsted Street, near Webster Avenue. Pastor, Rev. N. H. Axtell.

Hyde Park Church, Fifty-fourth Street and Washington Avenue. Wilbur F. Atchison, pastor.

Oakland Church, Oakland Boulevard and Langley Avenue. Pastor, Rev. Dr. P. H. Swift.

Western Avenue Church, Western Avenue and Monroe Street. Rev. W. A. Phillips, pastor.

Presbyterian.—*Church of the Covenant*, Belden Avenue and North Halsted Street. Morning service at 10.30.

Fifth Church, Indiana Avenue and Thirtieth Street.

Railroad Chapel, Dearborn Street, between Thirty-eighth and Thirty-ninth streets.

Forty-first Street Church, Grand Boulevard and Forty-first Street. Rev. Thomas C. Hall, pastor. Preaching at 10.30 A. M. and 7.45 P. M.

Third Church, Indiana Avenue and Twenty-first Street.

Spiritualist.—*The Southwest Spiritualist Society*, Fashing's Hall, 3012 Archer Avenue.

Spiritualist Meetings, at National Hall, 681 West Lake Street.

First South Side Society meets at 77 Thirty-first Street.

Swedenborgian.—*Emanuel Church*, 434 Carroll Avenue, between Sheldon and Ada streets. Rev. N. D. Pendleton, pastor.

Universalist.—*St. Paul's Church*, Prairie Avenue, corner of Thirtieth Street. Services at 10.45 A. M.

Ryder Chapel, Woodlawn, Sixty-fourth Street and Sheridan Avenue.

Ryder Chapel, Woodlawn, Sixty-fourth Street and Sheridan Avenue.

Church of the Redeemer, Warren Avenue and Robey Street.

Unitarian.—*All Souls Church*, Oakwood Boulevard and Langley Avenue.

Miscellaneous.—*The Church of Christ*, Scientist, hold services in the new Kimball Hall, 243 Wabash Avenue, near Jackson Street, Sunday, at 10.45 A. M.

The Christian Congregation, Washington Hall, 66-70 Adams Street.

French Gospel Mission Services, 210 South Halsted Street. Preaching at 10.30 A. M. and 7.30 P. M. Rev. N. W. Deveneau, pastor.

The Workers' Church, 3037 Butler Street. Morning service at 10.30, in charge of George S. Steere; in the evening at 8.

Church of Christ, Athenæum Hall, 26 East Van Buren Street. Rev. F. S. Van Eps, pastor. Services every Sunday morning at 10.45.

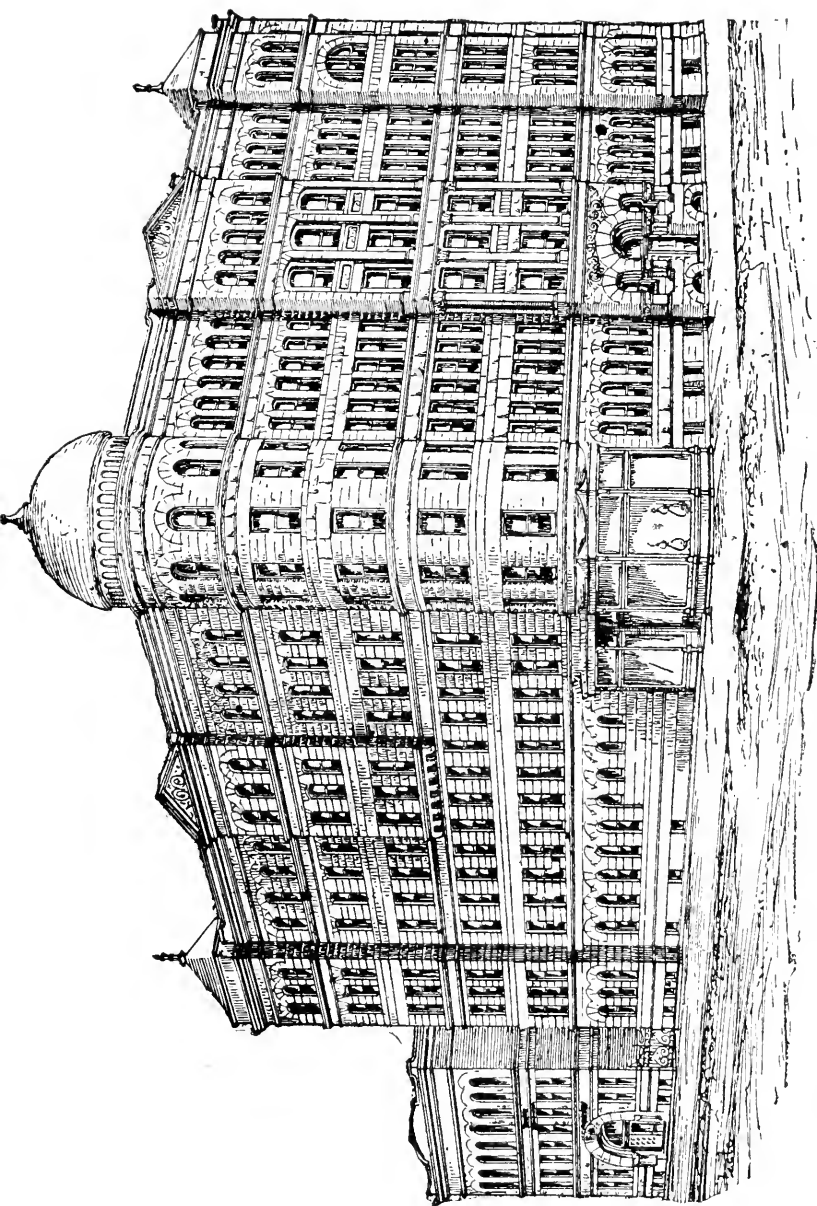
Religious Missions and Aid Societies.

A great number of missionary and religious societies, both unsectarian and denominational, have their headquarters in this city. Some of these are national in character; others purely local. For a full list consult the City Directory.

Y. M. C. A. and Y. W. C. A.

The Young Men's Christian Association in Chicago is in a flourishing condition, and will own a large and handsome building, which, costing, with the land, \$1,400,000, is to stand at La Salle Street, between Madison and Monroe streets.

The Young Women's Christian Association occupies Room 39, 184 Dearborn Street, and devotes itself to helping in every way the young workingwomen of the city. Ladies visiting the city are welcome at the rooms.



CLINICAL COLLEGE OF PHYSICIANS AND SURGEONS, CORNER WABASH AVENUE AND EDA STREET.

XII.

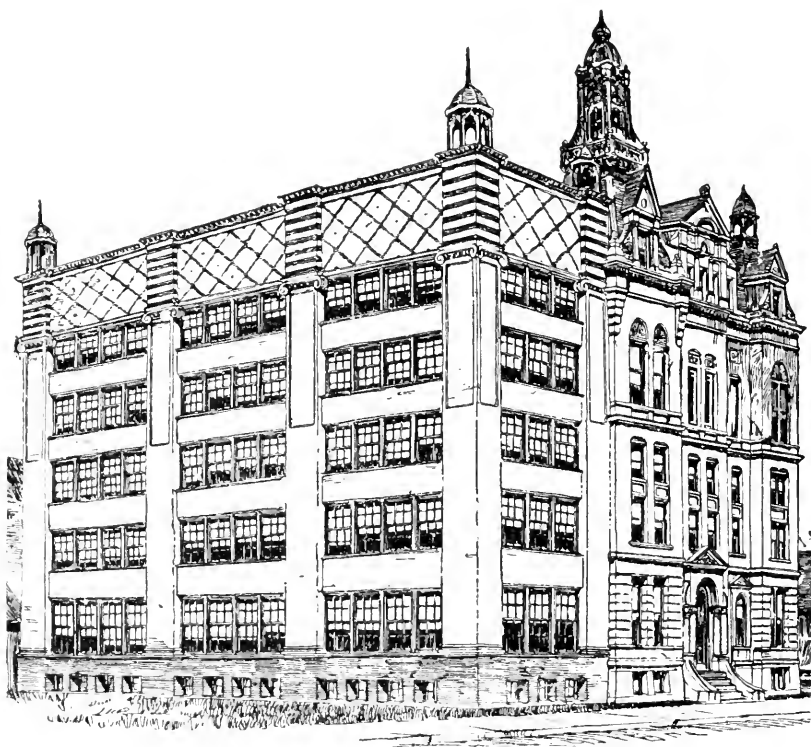
EDUCATIONAL INSTITUTIONS.

It is greatly to the credit of Chicago, the distinguishing characteristic of which has been said to be the pursuit of wealth with an energy and a singleness of purpose almost unexampled, to have made the splendid provision it has for the education of the young. Two hundred and fifty-three public, primary, grammar, and high schools; fifteen colleges of law, medicine, and theology; half-a-dozen academies of art and science, and two universities are not the marks of a community wholly given up to the acquisition of wealth.

The foundations of this magnificent educational system are laid in the public schools of the city, which, controlled by a board of education consisting of fifteen members, enjoying the oversight of an active and scholarly superintendent, and conducted by a staff of devoted teachers, are maintained in the highest state of efficiency. During the year 1891 the number of enrolled pupils was 152,483. The school buildings number 253, which were valued, with their equipment, at \$9,967,513, and were the property of the city. The total expenditure of the educational department for the year 1891-92 was \$4,089,814, or \$26.82 per pupil. There has been an increase, during the last five years, of 126 schools; \$6,282,713 in the value of the equipment, and \$2,965,298 in the expenditure. Visitors interested in the work of education are always courteously received at the public schools.

The Union College of Law, 80 and 82 Dearborn Street, is governed by a board of management representing the Northwestern University, with the government of which it is very intimately related. The course of study extends over two years, the fees,

payable in advance, being \$75 per year. The college diploma admits to the bar of Illinois, provided the student has taken the full course of two years. The students number about one hundred and thirty.



College of Physicians and Surgeons, cor. West Harrison and Honore Streets.

The medical colleges are seven in number. Several of them, notably the College of Physicians and Surgeons and the Rush Medical College (both adjoining Cook County Hospital), are handsome and commodious buildings. The former, a very fine example of the Queen Anne style of architecture, consists of four stories and basement, surmounted by a tower 100 feet in height. The two fronts of the building, on Harrison and Honore streets,

are of Lemont limestone, elaborately carved. The Rush Medical College is an equally beautiful building, in every respect befitting so important an institution. There are about 2,000 students receiving instruction in medicine and surgery in the medical schools of Chicago, of whom about one-fourth attend the Hahnemann and Homœopathic colleges.



Rush Medical College, corner Harrison and Wood Streets.

With the medical colleges may be classed the College of Pharmacy and the Illinois Training School for Nurses.

The theological colleges are the Garrett Biblical Institute, at Evanston, belonging to the Methodist Episcopal church; the Baptist Union Theological Seminary, Morgan Park; the Chicago The-

ological Seminary (Congregational), Union Park; the Presbyterian Theological Seminary of the Northwest, North Halsted Street, and St. Ignatius College, West Twelfth Street—all flourishing institutions, ranking high among the colleges of the respective churches.

The University of Chicago.—Upon the dissolution of the old Chicago University, in 1886, great regret was felt, and there was a profound conviction that Chicago was the proper location for a great seat of learning, in order to reflect credit on the great city and the West. The question was taken up at a meeting of the American Baptist Education Society, at Boston, in May, 1889, and, owing to the princely gift of \$600,000 by John D. Rockefeller, the matter took definite shape. A college committee of thirty-six was appointed in the effort to fulfill the conditions imposed by Mr. Rockefeller, and in a short time were successful beyond expectation. Not only the money consideration was secured, but also a site, the gift of Marshall Field. The location fixed upon for this great institution of learning has the main front on Midway Plaisance, and consists of four blocks, or about twenty-five acres. Prof. W. R. Harper, professor of Semitic languages at Yale College, a gentleman of rare scholastic and executive attainments, was chosen president in September, 1890, and under his charge the scope of the university has been greatly enlarged. Mr. Rockefeller has also been most generous, having made two separate gifts of \$1,000,000 each, or \$2,600,000 in all. The multimillionaire president of the Standard Oil Company accompanied his last gift with a letter, offering thanks to God for his complete recovery from sickness. The curriculum embraces many improvements on the methods of the older colleges. About 1,000 students attended the preliminary examinations.

The first term of the new university began October 1, 1892.

The Chicago Athenæum, which is justly called the “People’s College,” is a private educational institution for the public benefit on a philanthropic basis. It has entered upon its twenty-first year. Over ten thousand young men and women have enjoyed its liberal advantages. The new Athenæum Building has one of the choicest and most central of locations, 18–26 Van Buren Street. It is seven stories high, commanding a fine view of Lake

Michigan; is handsomely furnished, and has the great advantages of abundant light, thorough ventilation, and quiet class-rooms. It has daily sessions during almost the entire year, and evening classes during nine months. It employs an efficient corps of thirty teachers, most of whose instruction is individual. The tuition is quite moderate. Pupils may enter at their own convenience, and select their own studies. They may pursue the common English branches, take a thorough business or shorthand course, or—if engaged in mechanical or architectural pursuits—receive instruction in drawing and the higher mathematics. To these departments are added the modern languages, Latin and Greek, elocution, rhetoric, wood-carving, painting, vocal and instrumental music.

The Athenæum also maintains a fine library and reading-room, and the largest and best-equipped gymnasium in the city.

The board of directors and officers of this practical and most useful institution are the following well-known gentlemen:

Directors—Lyman J. Gage, Franklin H. Head, H. H. Kohlsaat, Charles J. Singer, Hugh A. White, Edw. B. Butler, Henry Booth, Ferdinand W. Peck, A. C. Bartlett, J. J. P. Odell, Jos. Sears, Wm. R. Page, Gilbert B. Shaw, Alex. H. Revell, Harry G. Selfridge, John Wilkinson.

Officers—Ferdinand W. Peck, president; Wm. R. Page, first vice-president; Harry G. Selfridge, second vice-president; John Wilkinson, recording secretary and treasurer; Edw. I. Galvin, superintendent.

The Athenæum library and reading-room has been considerably enlarged and improved. It contains a fine collection of books of the best American and English literature, and excellent works of reference. All the daily, weekly, and leading illustrated papers, magazines, and reviews are provided for the use of members.

The Northwestern University is located at Evanston, a beautiful village on Lake Michigan, eleven miles north of Chicago. The main building, which is of stone, cost over \$110,000. The course of instruction is of the most complete character, there being upward of thirty professors and lecturers, exclusive of the faculty of the Chicago Medical College, affiliated with it. The



LAKE FOREST UNIVERSITY BUILDINGS.

university has one of the most valuable reference libraries in the country, including many manuscripts and unbound pamphlets. It has also an excellent Museum of Natural History.

The institutions which have for their object the encouragement of art, or the advancement of science, are more numerous and flourishing than might be expected in a city in which industrial pursuits engage the activities of a larger proportion of the population than in any other great city in the world. The names of the various societies for the encouragement of the fine arts, particularly drawing, painting, and sculpture, the several musical societies, and the institutions for the pursuit of science and philosophy will be found under the head of Clubs and Societies.

The Public Library.

This popular institution occupies (since July, 1886) fine quarters on the top floor of the City Hall, La Salle and Washington streets; but the time is not far distant when more commodious quarters will be absolutely necessary for its accommodation, and a suitable building is in course of construction on the Lake Front, between Randolph and Washington streets, the ground being broken for the same on July 22, 1892.

Its establishment dates from 1872, when, in commemoration of the Great Fire of October, 1871, a great number of English authors and publishers generously contributed copies of their works. The nucleus thus formed has grown into a magnificent collection of 177,178 volumes, the greater part of which belong to the circulating department.

The books issued to borrowers during the year ending May 31, 1892, numbered 2,115,386—a daily average of 5,795.

The number of visitors to the reference department, to which belong the reviews, encyclopedias, and a very valuable collection of British and American patent reports, the binding of which alone cost over \$10,000, was unusually large, 110,962. Valuable additions were lately made.

The reading room is supplied with 704 periodicals, and issued 700,917 during the year. It was visited in 1891-92 by 560,760 persons.

The entire cost of supporting this excellent institution, for the financial year ending May 31, 1892, was about \$100,000, which sum was expended in the purchase of new books, newspapers, periodicals, binding, repairing, and maintaining the library. The librarian is Mr. Fred H. Hild.

The Newberry Library.

This institution is a monument to the munificence of Walter Loomis Newberry, who left a will providing, in certain events, that his fortune should be divided in equal portions between his surviving relatives and the projected institution. The sum realized for the use of the library was \$2,149,201, which, by judicious investment, has been increased to nearly \$3,000,000; and the ground occupied by the old Ogden homestead before the fire—the square bounded by Dearborn Avenue, Clark Street, Oak Street, and Walton Place, and facing Washington Park—has been secured for the building, which is in rapid progress and bids fair to be all that a library should be.

Temporary quarters have been erected at North State Street, at the corner of Oak Street, where a large and rapidly growing collection of reference books may be consulted between 9 A. M. and 5 P. M. W. F. Poole, LL.D., is the librarian. The total number of books in the library in 1892 was 78,179, and 27,807 pamphlets. Accessions in that year were 17,565 books and 3,849 pamphlets. The reading-rooms were used by 16,802 persons—11,864 men and 4,938 women; the daily average attendance was fifty-five. Its annual expenditure was \$62,481 in 1892. The library will shortly be incorporated under a recent statute.

The Crerar Library.

In 1890 John Crerar, a wealthy and benevolent inhabitant of Chicago, by his will bequeathed about \$2,000,000 for the building, endowment, and maintenance of a free public library, to be located on the South Side. Unfortunately, certain relatives contested the bequest, but the courts having recently decided in favor of the validity of the testament, it is hoped that Chicago will speedily be reaping the benefit of the testator's benevolence.

XIII.

ART, ARCHITECTURE, AND MONUMENTS OF CHICAGO.

Art in Chicago.—Curiously enough, the history of the encouragement of art in Chicago must deal with the business men of the community rather than with the artists. Even in architecture, commerce gave the artist his opportunity, although it could not give him genius; that was his own. And it is safe to say that whatever has been accomplished in building up art schools, exhibitions, and collections, and in fostering an interest in art in the community at large, is due to the men of affairs, who have thrown into this work the same energy that has built the city and made it famous.

Art Institute.

Chicago contains a greater number of resident artists than any other Western city—some 300, according to the directory of 1892—and there are in the city a number of very fine pictures; but until recently the cause of art education has only managed to struggle along since the fire.

The Art Institute.—The institute is attended during the year by about 400 pupils, and is self-supporting. Exhibitions are held frequently, and there is a very creditable nucleus of a permanent collection. It having been long crowded into inadequate space in its late building, a much larger structure is to be erected on land donated by the city upon the Lake Front, facing Adams Street. The building will stand as a memorial of the great Fair, as it is to be used at that time for the assemblies of the World's Congress Auxiliary. The design, drawn by Shipley, Rutan, and

Coolidge of Boston, contemplates a building 320 feet in length by 175 and 208 feet in width, and provides ample accommodations on the lower floor for the exhibition of sculpture, metal-work, and kindred objects, and for the library and lecture hall, and on the upper for the display of pictures. The exterior, severe in conception and classic in feeling, is peculiarly suited for the purposes for which it is intended, and will constitute a noticeable feature on the boulevard.

The Collections of the Illinois Art Association, the Illinois Club, 154 Ashland Boulevard; the Vincennes Gallery of Fine Arts, 3841 Vincennes Avenue, and the galleries of several of the principal clubs are well worth inspection, if the tourist can secure permission.

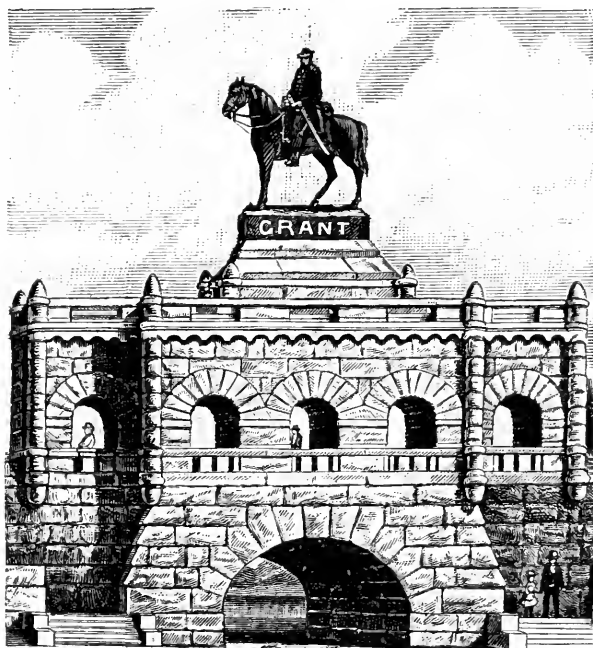
The Private Collections of pictures of Chicago are of the most valuable and complete kind. Accessible, as a rule, only by personal acquaintance or favor of the owners, the collections formed by Messrs. James W. Ellsworth, Potter Palmer, Charles T. Yerkes, C. L. Hutchinson, J. Russell Jones, and many others, include some of the best and most costly examples of ancient and modern art.

The City's Noteworthy Monuments.

Premising that the sculptures of the parks are to be sought for in the chapters exclusively relating to the city's parks and squares rather than here, a list of the important monuments and inscriptions may be useful to the tourist, and even interesting to the inhabitant of the city. Very short must be the space accorded, serving merely as a handy guide, as this work is intended to.

The Police Monument, commemorative of the anarchist riot on the night of May 4, 1886. Location, the Haymarket Square, at the intersection of West Randolph and Desplaines streets. Take West Randolph Street car to reach it. The statue is a life-size representation of a city police officer in full uniform, with uplifted hand, in the act of "commanding the peace." The inscription on the pedestal, which is surmounted by a railing, reads, "In the name of the People of Illinois, I command Peace." The anarchists' bomb was thrown on Desplaines Street from an alley near Crane Bros.' establishment. Seven policemen were

killed and many wounded, besides an unascertained number of the mob. Seven rioters were convicted of murder. Parsons, Spies, Engel, and Fischer were executed for the crime on the 11th of November, 1887. Lingg committed suicide while under sentence of death; Fielden and Schwab had their sentences commuted to life imprisonment. The executed anarchists are buried in Waldheim Cemetery.



The Grant Monument, Lincoln Park.

Columbus Statue, by St. Gaudens, is to be placed at the World's Fair facing the lake at the principal pier. The Columbus Statue belonging to the City of Baltimore (Maryland) is, it is said, to be loaned by the "Monumental City," and exhibited on the World's Fair grounds. A proposal is also afoot to place another statue of Columbus in the Lake Front Park.

Drake Fountain and Columbus Statue is to occupy space between the City Hall and Court House buildings, Washington Street frontage. It was presented to the city by Mr. John B. Drake, a worthy and respected citizen of Chicago. It is Gothic

in style, and will be composed of granite from Bavino, Italy. The base is sixteen feet square, length thirty-five feet. The design includes a pedestal, on the front of which will be placed a bronze statue of Christopher Columbus, seven feet high, which is to be cast in the royal foundry at Rome. The statue is the production of an American artist of reputation, Mr. R. H. Park of Chicago. The fountain is to be provided with an ice chamber capable of holding two tons of ice, and is to be surrounded with a water pipe containing ten faucets, each supplied with a bronze cup. The entire cost will be \$15,000. Mr. Drake's generous gift to the city is to be ready for public use in 1892, and it will thus be happily commemorative of the 400th anniversary of the discovery of America by Columbus. The inscriptions read: "Ice Water Drinking Fountain, presented to the City of Chicago by John B. Drake, 1892," and on the pedestal of the statue, "Christopher Columbus, the Discoverer of America, 1492-1892."

The U. S. Grant Equestrian Monument in Lincoln Park (see ante Chapter VII, there fully described).

General Sheridan Statue, proposed to be erected in Union Park.

General Garfield Statue, proposed to be erected in Garfield Park.

Linnæus Statue (see Lincoln Park).

Frederick Von Schiller Monument (see Lincoln Park).

La Salle Monument (see Lincoln Park).

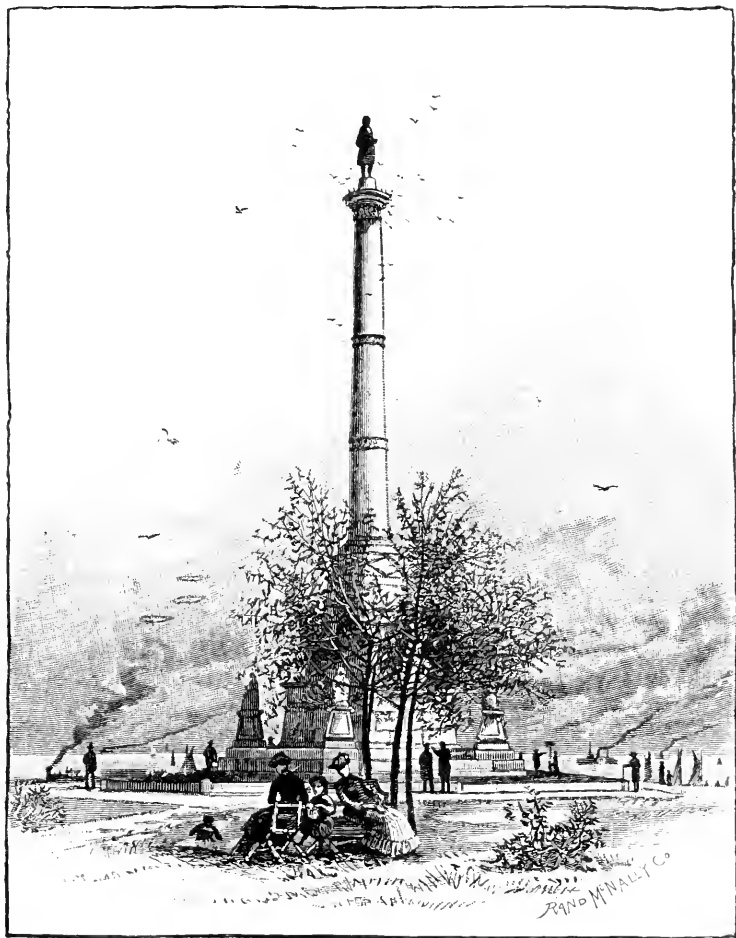
Ottawa Indian Group (see Lincoln Park).

The Abraham Lincoln Monument, by St. Gaudens, in Lincoln Park. Inscription: "1809, Abraham Lincoln. 1865. The gift of Eli Bates. With malice toward none, with charity for all, with firmness in the right, as God gives us to see the right, let us strive on. Let us have faith that right makes might, and in that faith let us, to the end, dare to do our duty as we understand it."

The Great Fire Inscription, 137 De Koven Street. On a tablet on the house, "The Great Fire of 1871 originated here and extended to Lincoln Park. Chicago Historical Society, 1881."

The Douglas Monument, over the body of Stephen A. Douglas. The monument stands on the Lake Shore at Thirty-

fifth Street, and was erected by the State of Illinois. Inscription: "Stephen A. Douglas, born April 3, 1813. Died June 3, 1861. Tell my children to obey the laws and uphold the Constitution."



Douglas Monument, Thirty-fifth Street and Cottage Grove Avenue.

The Fort Dearborn Inscription on the warehouse of W. M. Hoyt Company: "Block House of Fort Dearborn. This building occupies the site of old Fort Dearborn, which extended a little across Michigan Avenue and somewhat into the river, as it now is. The fort was built in 1803-04, forming our outmost defense.

By order of General Hull it was evacuated August 15, 1812, after its stores and provisions had been distributed among the Indians. Very soon after, the Indians attacked and massacred about fifty of the troops and a number of citizens, including women and children, and the next day burned the fort. In 1815 it was rebuilt, but after the Black Hawk War it went into gradual disuse, and in May, 1837, was abandoned by the army, but was occupied by various Government officers till 1857, when it was torn down, excepting a single building which stood upon this site till the great fire of October 8, 1871. At the suggestion of the Chicago Historical Society this tablet was erected by W. M. Hoyt, November, 1880."

Fort Dearborn Massacre.—*The Pullman Statue.*—George M. Pullman is having the sculptor Carl Rohl-Smith execute a group of life-size statuary to represent the massacre of August 15, 1812, on the evacuation of old Fort Dearborn. It will be finished by April 1, 1893, at a cost of \$30,000, and will be erected near Mr. Pullman's residence, at Calumet Avenue and Eighteenth Street. The pedestal will be of Quincy granite, ten feet high. Bronze tablets in the four sides will represent the fight and massacre, the wagon-trains leaving the fort, and the scene at the moment of Captain Wells' death. The group shows an Indian in the act of tomahawking Mrs. Helm, and another Indian knifing the surgeon, while Black Partridge, Mrs. Helm's rescuer, occupies the most prominent position.

The Armstrong Bust is at the corner of Clark and Adams streets, on the post office grassplat. The inscription reads: "To the memory of George Buchanan Armstrong, Founder of the Railway Mail Service in the United States. Born in Armagh, Ireland, October 27, A. D. 1822. Died in Chicago, May 5, 1871. Erected by the clerks in the service, 1881."

XIV.

CLUBS AND SOCIETIES.

Social Clubs.

In a book of this character the subject of social clubs need not consume much space, since without an invitation from a member nothing more than the outside of the club houses can be seen by a stranger. In many cases, indeed, there is little to reward curiosity inside; while some, like the Union League, and others of the older and more prominent class, have splendid rooms, filled with treasures of art as well as all the appliances of comfort and luxury which the modern upholsterer, decorator, and cook are able to supply. Clubs have increased in numbers, and expanded in membership and importance, with the growth of the city, and will continue to do so.

Of the social clubs the Union League is among the foremost, and its grand house at the intersection of Jackson Street and Custom House Place is one of the ornaments of the city.

Among the multitude of Chicago's club houses, the following are some of those interesting to strangers, because of the handsome buildings or elegant quarters occupied by them:

Argo Club, situated on Lake Michigan, foot of Randolph Street; the most unique of any club house in the city.

Calumet Club, Michigan Avenue and Twentieth Street; a magnificent building; the leading South Side club.

Chicago Club, Monroe Street, east of State Street; a plain building, but elegantly furnished; one of the oldest of the Chicago clubs.

Illinois Club, 154 Ashland Avenue; a handsome and commodious building; the leading West Side club.

Iroquois Club, 110 Monroe Street (Columbia Theater Building); handsomely furnished apartments; a strictly Democratic social club.



THE SCHILLER THEATER, 103 RANDOLPH STREET.

La Salle Club, 252 West Monroe Street; a fine three-story building; a Republican social club.

Standard Club, Michigan Avenue and Thirteenth Street; one



Union League Club House, Jackson Street and Custom House Place.

of the most elegant club houses in the city; this is the leading Hebrew club.

Union Club, Washington Place and Dearborn Avenue; a handsome building with elegant appointments; leading North Side club.

Secret Orders.

All, probably, of the secret orders and societies in the United States have representatives in Chicago, and for many it is the

American headquarters. A list about as long and as interesting as the Homeric navy list will be found in the City Directory. One thousand four hundred and twenty-four in number, with fifty-three colored societies, small wonder it is that nine citizens out of ten are adorned with badge or button.

Free Masonry.—The brothers of the Mystic Tie, “who meet upon the level and part upon the square,” have a magnificent home in the newly erected Masonic Temple at the corner of Randolph and State streets.

Walking north on State Street the eye is at once arrested by this imposing pile, the neighboring palaces of trade sinking into insignificance by comparison. The bay windows of the State Street front break the otherwise severe simplicity of its walls into curves, at once pleasing and artistic.

The entrance is a massive granite archway, forty feet high by thirty-eight feet wide. The doors, of heavy plate glass, are framed in bronze, and lead into a rotunda, which absolutely seems to reach the skies. From the rich mosaic floor the eye journeys up and up, noting the polished Italian marble walls, the massive girders of steel, and the graceful railings of bronze outlining each floor. One, two, three, up and on, till twenty-one are counted and the mellow radiance of the glass roof obstructs the view. Then your neck aches, and you replace your hat and front the elevators standing in a semicircle at the rear and flanked with marble pillars in a row. As you step in, you notice the flights of marble stairs climbing over your head dizzily, and as you go up, with the ease and buoyancy of a bird, you wonder at the deliciously fresh air you are breathing, and notice that the system of ventilation is as unique as it is perfect.

From the first to the seventeenth floor the building is devoted to business purposes, from there up to part of the nineteenth and twentieth Masonry will revel in all its gorgeous and mystic splendor. Looking upon the beautiful color designs, but recently completed, and listening to the discourse of the artists, who are so busily engaged on the decorations and furnishings of these wondrous halls, you imbibe some of their enthusiasm. Just a slight demand on the imagination, and the Orient dawns on you in all its fabled magnificence; rare marbles, paintings, and tapestries peep from every nook. Mosaic floors, and floors lavishly strewn with



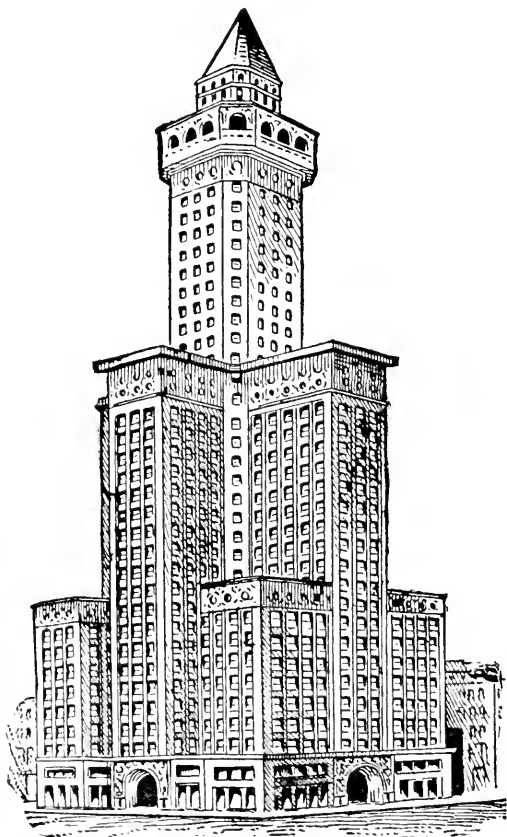
MASONIC TEMPLE, CORNER OF RANDOLPH AND STATE STREETS.

costly rugs, lie beneath your feet. India, Persia, and Japan have yielded their choicest art treasures to deck these sumptuous apartments, the result being a dream of almost more than earthly beauty. Egypt has lent her somber inspiration, tuned to the lotus-eaters' reveries, while ancient Greece keeps her company, with all its classic grace and purity.

Here a hall opens out like the transept of a cathedral, its ceilings arched and paneled with heraldic designs. A "dim religious light" pervades the vast room, and perfume of "censer swung" seems to float through the silence.

Was that the minister bell's chiming, sweet and low, and do the knights, in clanking armor clad, bend low their plumed heads, battle-scarred and toil-worn from the long crusades? One does not need to close the eyes to summon them back from the long dead age of chivalry and romance. A raised dais, canopied with beautiful grille work, fronts a great organ, whose pipes are picked out in gold and red and blue.

There is an assembly-room, a club-room, parlors, smoking and coat rooms, kitchens and corridors, armories, store-rooms, property-rooms, all to be finished and furnished in the most artistic and



The Proposed Odd Fellows Building.

sumptuous manner. There are over 28,000 feet of flooring space devoted to the exclusive use of the Masons, forming the most magnificent suite of lodge rooms in the world. The seventeenth, eighteenth, and part of the nineteenth and twentieth stories comprise the suite; and the twenty-first story is a huge observatory, roofed with glass, from the windows of which can be seen the entire city and the tumbling waters of the lake, touching the misty sand dunes of Michigan away out against the verge of the horizon.

The streets look like pathways among toy houses; cable cars are but boxes on wheels; horses look like diminutive ponies from this eerie height; and what an insignificant little creature humanity seems, ant-like, hurrying hither and thither in swarms on the sidewalk; the water tower, away out by the "nord site," looks like a pencil stood on end, and the breezy spaces of Lincoln Park, with its grass and trees, look like bits of green muslin spread out to bleach in the sunlight. When the smoke of the city lifts sufficiently, the buildings to the westward seem to reach limitlessly. Streets are but threads trailing out to where the sky comes down to kiss the prairie, and surely all those trees are nothing but dwarfed shrubbery. Massed with palms and swept with the cooling breezes from the lake, no more delightful spot could be found to while away the long listless hours of a summer afternoon than the top floor of the Masonic Temple.

The capping wonder of the whole is this—but one short year lies between the corner and the cope stones. The building progressed by day and night, and on the anniversary of the laying of the corner-stone the last stone was put in place with all the solemn and impressive rights of the order.

Absolutely fire-proof, with the best ventilation in the city, and elevator service which modern devices have placed beyond the possibility of an accident—making retail trade an assured fact on upper floors—centrally located, and on the fashionable side of the street, the Masonic Temple stands an object of pride to every Chicagoan and a thing of wondering admiration to the visitor within our gates.

XV.

MILITARY AFFAIRS.

Prominent is Chicago as the headquarters of the Military Division of Missouri, General Nelson A. Miles, the major-general commanding, being located with his staff officers in the Pullman Building (Michigan Avenue and Adams Street).

The nearest United States military post is situated at Fort Sheridan, twenty-five miles distant—on the Milwaukee Division of the C. & N.-W. Ry. (Wells Street Depot); round trip, \$1.25. There are some 600 officers and men stationed at the fort.

National Guard.—Two regiments of the Illinois National Guard, a battery of artillery, the Chicago Hussars, and various other military and semi-military organizations uphold the reputation of Chicago's "soldier laddies," and the first three, in the unfortunate event of riot or disorder, efficiently aid the civil power in the dispersion of law-breakers.

To those interested in the relics of "war's glorious art," the Libby Prison War Museum, on Wabash Avenue and Fourteenth Street, will particularly appeal, filled as it is with most valuable and varied collections relating to the Civil and other wars.

Military at the Fair.—During the Exposition a large force of Federal and State Troops, drawn from all sections of the country, are to be found encamped near Washington Park, the intention being not only to afford the officers and men a good opportunity to view the Exposition, but at the same time to give civilian visitors (especially those from foreign and far-off countries) a good and reliable idea of the military forces of the United States. A magnificent military parade ground for their maneuvers has been provided by the Exposition in front of the United States Government Building and in full view of the lake.

XVI.

HOSPITALS, DISPENSARIES, AND NURSES.

The numerous humane institutions which flourish in Chicago would seem to disprove the assumption of those who assert that a city devoted to money-getting must lack the kindlier instincts. Besides the numerous homes, asylums, and aids, there are twenty-four hospitals and free dispensaries in Chicago. The principal hospitals are:

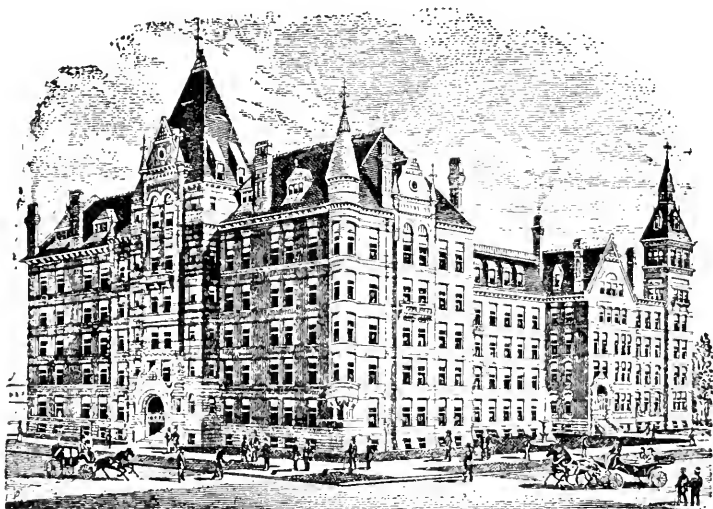
The Cook County Hospital, founded in 1847, three miles west-southwest from the court house. It occupies two entire squares, being bounded north and south by West Harrison and West Polk streets, and east and west by South Wood and South Lincoln streets. Contiguous to it are the Rush Medical College, the College of Physicians and Surgeons of Chicago, and the Chicago Homœopathic College, the students of which enjoy the advantages of attending its various wards. These institutions may be reached by the Ogden Avenue cars, starting from La Salle and Madison streets.

Mercy Hospital, an institution of the Sisters of Mercy, is located at the corner of Calumet Avenue and Twenty-sixth Street, adjoining the Chicago Medical College, whose students have access to its wards. It has accommodations for 180 patients. Thirty-six sisters manage it, at an annual cost of \$26,000, which is met by voluntary contributions and the money received from paying patients.

The Michael Reese Hospital is a Hebrew charity, provided for in a fund of \$90,000 left by will of the late Michael Reese. It is managed by the Hebrew Relief Association, though no test

of faith is proposed to applicants for admission. Both sexes are received. It is located at the corner of Groveland Avenue and Thirty-ninth Street.

The Presbyterian Hospital, situated on the southeast corner of Congress and Wood streets, can be reached by the Van Buren Street, Ogden Avenue, and Harrison Street cars. It has a capacity of 225 beds. The object of the society is the establishment, support, and management of an institution for the purpose of affording medical and surgical aid and nursing to sick and disabled persons of whatever creed or color, and to provide them,



The Presbyterian Hospital, corner of Congress and Wood Streets.

while inmates of the hospital, with the ministrations of the Gospel agreeable to the doctrine and forms of the Presbyterian church.

The United States Marine Hospital is situated in Lake View, on the Lake Shore, six miles north of the City Hall. The grounds comprise ten acres, and the building is a handsome granite structure, four stories high, with a basement. It is 300 x 75 feet, and has accommodations for 150 patients. It is the largest hospital of the kind in the country, and cost the Government \$450,000. Over 3,000 patients are treated annually in its dispensary. It is maintained by a tax on the tonnage of shipping.

American citizens are treated free, and foreigners at a small charge. The city office is in room 20 of the Postoffice and Federal Building.

St. Joseph's Hospital, 360 Garfield Avenue, was established by the Sisters of Charity, in 1860. The building will accommodate eighty persons. Patients are received without regard to creed, those who can pay being expected to do so, while others are cared for free.

St. Luke's Free Hospital is under control of the Episcopalians, but receives patients regardless of religious faith. It is supported by annual collections taken on St. Luke's Day in all the Episcopal churches of Chicago, and to this source of income have been added, from time to time, many private bequests and contributions. The several handsome buildings comprised in the institution are located at Fourteenth Street, with a frontage on Indiana Avenue.

St. Elizabeth's Hospital, at Davis and Thompson streets, a short distance east of Humboldt Park, is a charitable institution in charge of the Catholic sisterhood of the Poor Handmaidens of Jesus Christ. When completed it will accommodate eighty patients. The first wing was completed and dedicated December 5, 1886. No discrimination is made on account of nationality, sex, or religious belief.

The Hospital of the Alexian Brothers, at 565 North Market Street, is the pioneer establishment of this order in America. It is a spacious building and has accommodations for 100 patients. No discrimination is made on account of the sex or creed of applicants.

Other important hospitals are the Women's Hospital of Chicago, 118 Thirty-fifth Street; the Bennett Hospital, in the rear of Bennett Medical College, 511 and 513 State Street; the Illinois Charitable Eye and Ear Infirmary, with accommodations for 150 patients, corner West Adams and Peoria streets, and others, general and special.

Accidents and street casualties are attended by the Police Ambulance service, the ambulance wagon being called by an officer from the nearest patrol box. The officers in charge per-

form useful service in rendering immediate aid and relief to injured persons and speedily removing the sufferer to the proper hospital for more elaborate medical attention, when the nature of the injury requires it.

Free Dispensaries figure importantly in the healing of Chicago's sick poor. The most important are located as follows:

Alexian Brothers' Hospital Free Dispensary, 559 North Market Street.

Armour Mission Dispensary, cor. Thirty-third Street and Armour Avenue.

Bennett Free Dispensary, northwest cor. Ada and Fulton streets.

Bethesda Free Medical Mission, 368 South Clark Street.

Central Free Dispensary of West Chicago, cor. Wood and West Harrison streets.

Central Homœopathic Dispensary, cor. South Wood and York streets.

Dispensary of the Chicago Hospital for Women and Children, cor. Paulina and West Adams streets.

Hahnemann College Dispensary, 2813 Cottage Grove Avenue.

Illinois Eye and Ear Infirmary, 121 South Peoria Street.

South Side Free Dispensary, cor. Prairie Avenue and Twenty-sixth Street.

St. Luke's Free Dispensary, 1430 Indiana Avenue.

West Side Free Dispensary, 315 Honore Street.

Women's Hospital of Chicago, cor. Rhodes Avenue and Thirty-second Street.

Nurses and Nursing.—Excellently well supplied is Chicago with those most valuable aids in cases of severe illness—skilled and professional nurses. Exclusive of those employed by the various hospitals, there are over 200 trained nurses in the city, and the number is constantly increasing. The Illinois Training School for Nurses is located at 304 Honore Street, and is doing excellent work.

The Morgue.—On the premises of the Cook County Hospital is a new building recently constructed for this especial purpose. There is usually a considerable number of unidentified corpses on view, though some, especially in cases of murder and suicide, are taken by the police to Klaner's, 242 Wabash Avenue, or other private morgues.

Work of the Coroner.—The records for the six months ending June 30, 1892, show that the total number of cases investi-

gated by the coroner was 790. Of these 790 victims, 674 were males and 116 females, and the great majority were adults. The greatest source of violent deaths was, as usual, the railroads. Trains killed 164 persons, of whom 150 were males and 14 females. Suicides, as shown by the books, number 139, though that number did not include all, for a great many cases of drowning, in which the juries were not able to say whether they were suicidal or accidental, and which are not included in the above number, were undoubtedly suicides. Deaths by asphyxiation are not included in the 139, either, though in many of them verdicts of suicide were returned. Shooting was the favorite way of ending life, there being 50 cases. Of these 50 victims, 47 were men. Poison ranks next as the favorite method, there being 40 cases. Women seemed to prefer this method above the pistol, for in 10 of the 40 cases the victims were females. Next to poisoning came hanging. The number of persons who thus killed themselves was 24, and 4 of these were women. In 13 cases were verdicts of suicide by drowning returned. Four of these verdicts were returned for women. Eight men and 4 women took their lives by other means. Seventy-nine cases of drowning, besides the 13 known to have been suicidal, were reported, and of this number 38 were in the month of June, during the heavy floods. Seventy-one of the victims were males and the other 8 females. The total number of deaths from drowning was 93, of which 13 were plainly suicidal, 79 accidental or doubtful, and 1 a plain case of murder.

There were 43 murders, and in 11 cases the victims were women. In most of the cases the murderers were apprehended and held to the grand jury. Accidental shootings number 5, of which number of victims 4 were males. Twenty men were killed in elevators. There were 20 deaths from injuries received in street car accidents. Sixteen of the victims were males. Six men are said to have died of acute alcoholism. Thirty-one cases of asphyxiation are recorded. Nine of these victims were women, and about half the deaths were accidental. Two men starved to death. Six men were killed in boiler explosions. Fourteen deaths from falling buildings are noted.

Cemeteries.

Rich in verdant lawn, rare with "storied urn and animated bust," stand Chicago's fair "Cities of the Silent." "The rude forefathers of the hamlet" slept near the lake where now runs Eight-



Scene in Graceland Cemetery.

eenth Street, and, later, their descendants, "life's fitful fever o'er," were interred on the site of the present Lincoln Park. In 1865 all bodies were removed to Graceland, Rosehill, or Oakwoods cemeteries, then recently opened; the principal places of interment now being as follows:

Rosehill Cemetery, which comprises 500 acres of ground, on the line of the Chicago & North-Western Railway (Milwaukee Division), seven and a half miles from the Wells Street Depot and one and one-fourth miles west of the lake. It has a fine entrance arch, and is well laid out. An artesian well, 2,279 feet deep, supplies a series of lakes with fresh, clear water, serving to vary and beautify the scenery. About half the ground is improved, and the interments have been over 30,000. Noticeable are the monuments to "Our Heroes," the Voluntary Firemen, and A. J. Snell (alleged to have been murdered by the elusive Tascott).

Graceland Cemetery was founded in 1861 by T. B. Bryan, who purchased for the purpose eighty acres of land about five miles north of the court house. But since that date various additions have been made, until it is, with the single exception of Greenwood, New York, the largest cemetery in the United States. The aim of the management is to make this cemetery a cheerful and attractive place, and so to dissociate the idea of gloom from death. With many natural advantages of surface and several living springs to start with, they have so far succeeded in their efforts that there are few more beautiful spots in or about the city, and it will well repay a visit. It lies between one-fourth and one-half mile west of the lake, and one square east of Ashland Avenue, and may be reached either by the Chicago & North-Western or the Chicago, Milwaukee & St. Paul railways, to Buena Park Station; the North Side City Limits street cars, corner of Monroe and La Salle streets; or, if preferred, by carriage via Clark Street and Diversey Avenue and the Green Bay Road, which leads to Graceland. The Lake Shore Drive is the best way to reach the Green Bay Road. The interments have exceeded 40,000. There is a monument to Allan Pinkerton, the celebrated detective, here.

Calvary Cemetery, nine miles north of the city, near Evanston, is the principal Catholic burying ground. It was consecrated in 1861. The interments have exceeded 20,000.

Oakwoods Cemetery was laid out in 1864. It lies south of Sixty-seventh Street, on the line of the Illinois Central Railroad, eight miles from the City Hall. It includes 200 acres of ground beautifully laid out on the "lawn plan." It is reached via the boulevards through Washington Park or by the Illinois Cen-

tral Railroad to Oakwoods Station. The interments have exceeded 19,000. Here 6,000 Confederate soldiers, who died as prisoners of war at Camp Douglas, are interred in one common grave. The Borden and the Soldiers' Home monuments are worth inspection.

Forest Home Cemetery is situated beside the Des Plaines River, on Madison Street, about four and a half miles west of the city. Its eighty acres comprise a portion of the ground once constituting Haase's Park, a noted resort in its day. The cemetery is tastefully kept and well laid out on the "lawn system." The interments in the Forest Home Cemetery, and the cemetery of the Concordia Church Society adjoining, have been to date over 10,000. Near here is Waldheim Cemetery, where the four executed anarchists and the suicide Lingg are buried.

Besides the above, there are numerous smaller cemeteries, situated within easy reach of the city.

XVII.

CHARITIES AND BENEVOLENT INSTITUTIONS.

Public Charities.

Bearing in mind that this is a visitor's, rather than a citizen's, guide-book, not much in detail seems called for under this head. The charities of Chicago may be divided into the two classes Public and Private, though in reality these intermingle somewhat, since public appropriations are made in some instances toward the support of private, or semi-private, institutions. In a general way, however, the distinction holds good. The public charitable institutions of the county of Cook, which includes the city areas, are under control of the county commissioners. The office of the county agent, their executive officer, is at 128 South Clinton Street, and to it are made applications for relief, or admission to the hospitals, almshouses, and nurseries, and for voluntary committal to the workhouse. Any applicant, if entirely destitute, is entitled to admission to the hospital at Dunning, or other appropriate institutions, if chargeable to the county of Cook.

Private and Semi-Private Philanthropies.

The **Chicago Charity Organization Society**, composed of the representatives of many of the charitable associations in the city, exercises a general watchfulness over philanthropic labors, and enables efforts toward doing good and suppressing evil to gain the strength of united and organized direction, while the *Relief & Aid Society*, which did such noble work in the distress after the great fire, continues its useful operations at 51 and 53 La Salle Street.

Of the private institutions for general assistance to the poor, none are more widely known than the *Armour Mission*, a magnificent memorial to Joseph Armour, partially provided for by a bequest of \$100,000 in his will, to which bequest his brother, P. D. Armour, has added the sum of \$150,000. The Mission proper is located at the southeast corner of Thirty-third Street and Armour Avenue, covers a space of about 85 x 135 feet, and comprises three stories and basement. The basement and first story are of brown stone, the second and third stories of red pressed brick and terra cotta, and the roof, slate. The architectural design is simply and broadly treated throughout, the various interior functions being frankly expressed in the exterior. The basement is occupied by a kindergarten, *crèche*, workrooms for boys and girls, and a free dispensary, open daily to the poor. On the first floor are two large classrooms, flanking the main hall and stairway. These rooms are each about twenty-five feet square, and there is on the same floor a large assembly hall, about eighty feet square, and forty-five feet high, fitted with gallery and stage, and having a seating capacity for about 1,500 people. Opening into this hall, on the line of the gallery, and situated above the class-rooms just mentioned, is a large room, about 30 x 80 feet, intended to be used as a lyceum. The entire building is finished in hard woods, heated with steam, and ventilated by special appliances; and the assembly hall contains a fine three-manual organ. The object is industrial, moral, mental, and religious training for the poor of the neighborhood, the religious instruction being "non-sectarian." The Mission property includes the ground from Thirty-first to Thirty-ninth streets, and from State Street to Portland Avenue, within which boundaries various charities will be added. On a portion of the ground a number of flats have already been erected, and the proceeds from their rentals (a total of about \$14,000 per year) will be applied to the support of the Mission in perpetuity. The institution was formally opened December 5, 1886.

Most charities take a more or less restricted field, and we may therefore group them into classes according to their objects.

The Aged and Infirm are well provided for, several "homes" existing for their shelter alone; though some payment is expected.

The Old People's Home is a three-story building on Indiana

Avenue, near Thirty-ninth Street, accommodating eighty old ladies. The property is valued at \$70,000. To the efforts of a hard-working seamstress this worthy charity owes its origin. Samantha Smith, in founding this charity, made for herself a monument "more enduring than bronze." It is intended to erect a duplicate structure for the accommodation of old men.

The Bethany Home is located at 1029 West Monroe Street, and is reached by Madison Street cable. Its mission is to care for old persons and the children of working-women.

The Church Home for Aged Persons, 4327 Ellis Avenue, reached by Cottage Grove Avenue cable car, does good work in caring for the aged.

The German Old People's Home is at Harlem, ten miles west of the court house (reached by Wisconsin Central R. R.). This charity is the especial object of benevolence by Chicago's richest German citizens.

The Home of the Aged is located at the corner of Harrison and Throop streets, managed by the "Little Sisters of the Poor," whose efforts on behalf of their aged charges are tireless and noble to a degree.

Deaf-mutes are assisted by the *School for the Deaf and Dumb*, 409 May Street, on the West Side. This institution is managed by the nuns of the Holy Heart of Mary, and is maintained by the Ephpheta Society.

Orphan and Half-Orphan Asylums are numerous.

The Foundlings' Home, a noted charity, comprises two large connected brick buildings, one three and the other five stories high. It is located at 114 South Wood Street, and has a capacity for over 100 children.

The Chicago Home for the Friendless, at 1926 Wabash Avenue, occupies handsome brick buildings containing four stories and an attic. The interior is elaborate in its appointments, and contains about 100 rooms. The institution is an important factor in the social and moral conditions of Chicago.

The House of the Good Shepherd is an asylum and reformatory for women, girls, and female children. The good done by it can not be overestimated. It is under the charge of the Sisters of the Good Shepherd, and occupies a large inclosure—partly taken up

by the building and partly by several yards—at the corner of North Market and Hill streets. The institution is divided into five departments, isolated from each other, as follows: The Penance Reformatory, for women; the Juvenile Reformatory, for young girls; the Industrial School, the Magdalen Asylum, and “Our Sisters’ Community.” There are accommodations for 400 inmates, and the institution is usually well filled. It has been the means of reclaiming many, and there is no institution of Chicago more deserving of kind words and active support.

Besides these, there are in the city more than a dozen orphan asylums, industrial homes, and other institutions of the kind, all of which are active and well supported.

For **Women** many sheltering doors are opened. Within the limits of this guide it will suffice to mention the *Erring Women’s Refuge*, 5024 Indiana Avenue; the *Good Samaritan Society*, 151 Lincoln Avenue; the *Home for Self-supporting Women*, 275 Indiana Street; the *Home for Unemployed Girls*, Market Street, corner of Elm Street; the *Home for Working Women*, 189 East Huron Street; the *House of the Good Shepherd*, North Market Street, corner of Hill Street; the *Servite Sisters’ Industrial Home for Girls*, 1396 Van Buren Street; *St. Joseph’s Home*, 409 May Street, as doing excellent work and worthy of a visit, or a charitable visitor’s benevolence.

One of the great hindrances to working-women of the poverty-burdened class, in any great city, is the care of their infants. To relieve this, **Day Nurseries** have been established where mothers may leave their babies, freely, or by paying a few cents, sure that they will be well cared for—better, probably, than they could do it themselves. One of these, the *Margaret Etta Creche Kindergarten*, 2356 Wabash Avenue, is well worth inspection, and is purely dependent on the charitably inclined for its maintenance and existence.

For the **Young** many institutions of benevolence exist in Chicago; some of the most noteworthy being the *Children’s Home Society*, office 230 La Salle Street; the *Children’s Hospital*, 214 Humboldt Boulevard; the *Daily News Fresh Air Fund*, 123 Fifth Avenue; the *Chicago Nursery and Half Orphan Asylum*, Burling Street, south of Center; the *Orphan Asylum*, 2228 Mich-

igan Avenue; the *Danish Lutheran Orphans' Home*, Maplewood (reached by Wisconsin Division of the Chicago & North-Western Railway); the *Foundlings' Home*, Wood Street, corner of Ogden Place; the *Home for the Friendless*, 1926 Wabash Avenue; the *Newsboys' Home*, 1418 Wabash Avenue, and many others.

Humane Societies.—Belonging here are a group of agencies, usually spoken of as the “prevention” or “humane” societies. The principal of these, the *Illinois Humane Society*, has offices at Room 43 Auditorium Building. Its managers and members include many leading citizens, and the society is well supported both financially and morally. It has a staff of officers who patrol the streets and have power to make arrests, and whose badge is a silver shield stamped with the seal and name of the society. It also maintains ambulances in which disabled horses are removed from any place where they may fall to a place where they may be cured.

Those Who Receive Charity.—The following table will show what nationalities are the heaviest receivers of charity and to what an extent this city is being filled with foreign paupers:

Ratio of those receiving aid from County Agent's office for the months of January, February, and March, 1892, according to nationality and population from 5,000 and upward:

NATIONALITY.	Popula- tion.	Families aided in January.	Families aided in February.	Families aided in March.
Americans (white and colored)	292,463	428	374	333
Bohemians and Poles.....	54,209	187	203	209
	52,756	326	324	301
	106,965	513	527	510
Canadians.....	6,689	38	33	32
English.....	33,783	96	87	82
French.....	12,963	21	22	22
Germans.....	384,958	616	614	601
Hollanders.....	4,912	22	28	31
Irish.....	215,534	635	648	617
Italians.....	9,921	42	33	38
Russians (Jews).....	9,997	72	80	91
Scandinavians.....	104,293	257	253	260
Scotch.....	11,297	16	29	24

The Chicago Bureau of Justice, located at 149 La Salle Street, was started in 1888, to secure justice for the helpless men, women, or children. Supported by leading citizens, and employing the best legal talent, it is a most efficient instrument for the recovery of small wage claims.

The fourth annual report for ten months, from March 1, 1891, to January 1, 1892, shows that the collections, or wage claims, were \$8,204, as against \$7,778 for the preceding twelve months, or an increase of more than 25 per cent. for the latter over the former period. This fact is partly explained by the difference in the average of claims collected, which rose from \$12.65 for the fiscal year 1890-91 to \$15.59 for the period under review—an advance of over 20 per cent.

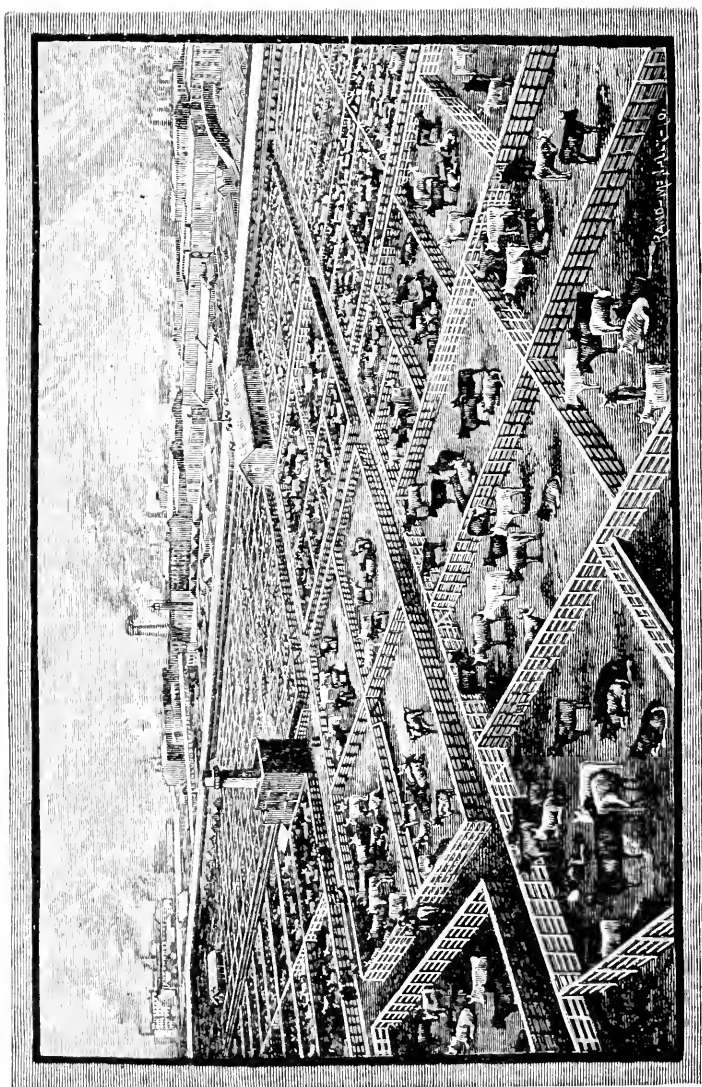
The total number of cases attended to was 3,523, and the entire amount of money collected, \$9,877. There were 745 wage claims, 219 cases of support for wives, 174 chattel mortgage matters, 135 cases of wrongful detention of personal property, and 158 cases arising out of relation of landlord and tenant. Among the remaining cases were 61 in regard to wrongs to women and girls. The bureau prosecuted 333 cases and defended 24.

From April 9, 1888, when the bureau opened its doors, until December 31, 1891, there was collected in wages the sum of \$27,525.

XVIII.

THE MARKETS OF THE CITY (STOCK YARDS, ETC.)

Commerce and Manufactures.—While a commercial history of the world would contain many stirring chapters, and record much around which time has thrown a halo of romance, it would relate no more marvelous story than that of the rise of Chicago's greatness. The World's Fair City is more widely known to-day than any other American commercial center, not excepting the capital or the great Atlantic seaport. Its fame, as it has extended to other countries, and probably throughout a large part of the United States also, is, however, that of a great grain and live-stock market only, the importance of its lumber trade and the extent of its manufacturing industries being, for obvious reasons, less widely known. Meat packing is the oldest of Chicago's industries. In the fall of 1832 G. W. Dole slaughtered the first lot of cattle ever packed in Chicago. They numbered 209 head, and cost \$2.75 per cwt. About 359 hogs, costing \$3 per cwt., were slaughtered and packed at the same time. Forty-eight years later, in 1880, the city received within twelve months no fewer than 7,059,355 live hogs, 1,382,477 cattle, and 335,810 sheep; but the proportion of the hog products of the country handled by Chicago has kept on increasing, while a great increase has also taken place in its receipts of cattle and sheep. In 1891 the figures were 8,600,805 hogs, 3,455,742 cattle, and 2,153,537 sheep, the total value being estimated at \$239,434,777. The shipments for the same period were 2,962,514 live hogs, 122,185 dressed hogs, 1,066,264 cattle, 688,205 sheep, 877,297,875 lbs. of dressed beef, 278,044 barrels of pork, 362,109,199 lbs. of lard, 198,571,824 lbs. of hides, and 57,189,677 lbs. of wool.



UNION STOCK YARDS, NEAR FORTIETH AND HALSTED STREETS.

The Union Stock Yards, in which this enormous business centers, cover no less than 400 acres of ground. In 3,300 pens, 1,800 covered and 1,500 open, provision is made for handling at one time 25,000 head of cattle, 14,000 sheep, and 150,000 hogs. The yards contain twenty miles of streets, twenty miles of water troughs, fifty miles of feeding troughs, and seventy-five miles of water and drainage pipes. Artesian wells, having an average depth of 1,230 feet, afford an abundant supply of water. There are also eighty-seven miles of railroad tracks, all the great roads having access to this vast market. The entire cost was \$4,000,000. About 1,200 men are employed at the Stock Yards proper. In 1892, 3,571,796 cattle, 7,714,435 hogs, 2,145,079 sheep, 197,576 calves, and 86,998 horses were received at the Yards in 309,901 cars, being of an aggregate value of \$253,836,502.

The meat-packing industry is carried on in immediate proximity to the Stock Yards. The extent of its operations having already been stated, it is only necessary to add that a single business, that controlled by Messrs. Armour & Co., occupies seventy acres of flooring and employs about 4,000 men. These Stock Yards and packing houses (the former free, the latter usually shown to visitors upon application) can be reached by rail from Van Buren Street depot (trains infrequent), or by State Street cable or South Halsted Street horse cars. Some 18,000 to 25,000 men are daily employed in the various packing houses, varying according to the season of the year.

Chicago, from its admirable geographical situation, is the natural depot for the exchange of the products and commodities of the East and the West; into her elevators pour the harvests from the vast wheat fields of the Northwest, and in her markets they are exchanged for the manufactures of the East and the importations from foreign countries—and Chicago reaps the benefits of exchange.

The first shipment of wheat from Chicago took place in 1839. In 1842 the shipments were 586,907 bushels. In 1848 the amount had risen to 2,160,000 bushels, and in 1855, after the opening of railroads to the East, to 21,583,221 bushels of grain, about two-thirds of which consisted of wheat. In the year 1891 the total receipts of breadstuffs were no less than 231,821,529 bushels, val-

ued at about \$136,040,000, and the shipments 207,988,862 bushels. There are twenty-seven registered grain elevators, with an aggregate capacity of 30,075,000 bushels.

The lumber receipts in 1891 were 2,045,418,000 feet, and the shipments 865,949,000 feet. The number of shingles received was 303,895,000, and the total shipment was 99,855,000. The lumber district lies south of Twenty-second Street, between Halsted Street and Ashland Avenue, its western limits being near the West Side Water-works.

At the close of 1891 there were in the city 3,250 manufacturing establishments, excluding those of food products. The number of employes was 177,000, their wages amounting to \$96,200,000. The capital employed was \$190,000,000, and the value of their products was estimated at \$555,000,000.

The entire trade of the city in 1891 was estimated by the *Chicago Tribune* at \$1,459,000,000.

There are 6 rolling mills, 28 foundries, 89 machinery and boiler works, and 70 galvanic iron, tin, and slate roofing works.

The Board of Trade.

The new building of this organization is situated at the foot of La Salle Street, between Jackson and Van Buren streets. It is a unique granite structure, covering a space of 225 feet by 174 feet, and surmounted by a tower tapering into a pinnacle 304 feet above the pavement. This tower is surrounded, at an altitude of 200 feet, by a look-out balcony, which is not open to visitors. The massive building, crowned with its lofty tower and surmounted with a unique weather-vane—a ship in full sail—is one of the city's most prominent landmarks, being visible to vessels bound for this port at a great distance out in Lake Michigan.

The interior is very elaborate, especially the great trading hall of the Board, which occupies a space of 175 feet by 155 feet, and is 80 feet high, with a glass ceiling 70 feet by 80 feet.

The Board of Trade, founded in 1848, and incorporated in 1850, with thirteen subscribers, has increased to nearly 2,000 members, paying each an annual assessment of \$75. The admission fee, starting at \$5, has been raised from time to time until it is now \$10,000. Memberships are transferable, however, and com-

mand from \$2,500 to \$5,000. The business transacted is confined to farm products, and is, of course, largely speculative, the visible supplies of the country being sold many times over in a



Board of Trade Building, foot of La Salle Street, between Jackson and Van Buren.

season. The Board Clearing House statement of 1891 shows clearings of \$104,083,529.67. Transactions are permitted in lots of not less than 1,000 bushels of grain or 250 barrels of pork.

Visitors are admitted free to the gallery during business hours.

The old Chamber of Commerce Building, at the corner of La Salle and Washington streets, is now given over to offices.

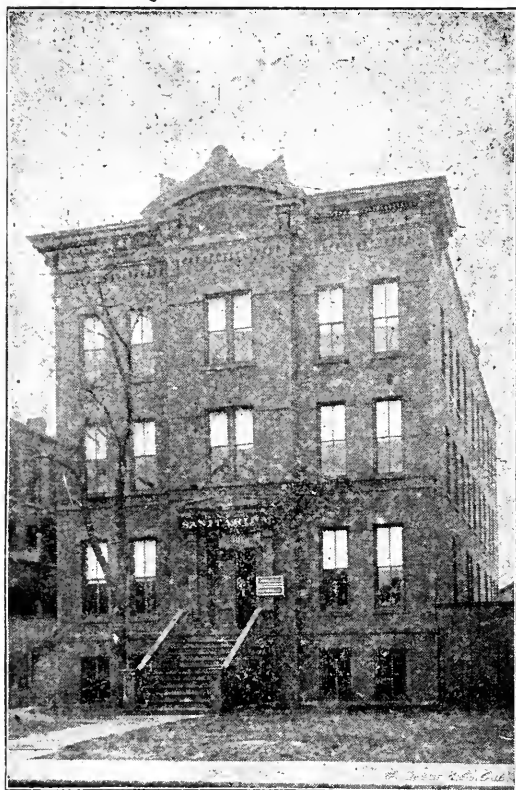
Grain Market.—All cereals, such as grain, wheat, corn, oats, rye, and buckwheat, are handled by the Board of Trade operators, who buy, sell, ship, or store whatever amount may be offered by the producers at any time of the year.

Fruit and Vegetable Market.—Few cities are so well supplied as Chicago is in the matter of edible fruits and vegetables. Half a dozen blocks on South Water Street, from Wabash Avenue westward, is the particular locality of this thriving industry, and here in the early morning, and, indeed, all day long, arrive during their proper seasons and from every port of the continent vast consignments of perishable wares. Crates, barrels, boxes, and baskets of all sizes, shapes, and descriptions are heaped upon the sidewalk in front of the commission dealer's store, speedily finding their way by his efforts to the numerous groceries and meat markets through the city.

The Market Wagon Stand is located in the Haymarket Square, on Randolph Street, between Halsted and Desplaines streets, on the West Side, and is occupied by farmers who drive in from the surrounding suburban districts, marketing their truck from their own wagons for the purpose of avoiding the middleman's profits. Being the only place in the city where the producer and the consumer deal direct, it is well worth a visit in the early part of any week-day. The Police Monument is here (see Chapter XIII).

The McMichael Sanitarium.

This institution, located at 3111 Indiana Avenue, was founded for the treatment of patients suffering from cancer, tumors, and all forms of abnormal growths. The unique method of treatment employed by the physicians who stand at the head of the sanitarium is the outcome



The McMichael Sanitarium, 3111 Indiana Avenue,
For Cancers and Tumors.

of years of special study devoted to one class of diseases.

The chief characteristic of the method is its radical departure from those usually employed for the treatment of this disease, and the abandonment of irritating caustics and all applications that have a tendency to excite the growth of abnormal tissues. The whole aim of the treatment is to allay all irritation, and reduce the vitality of the parasitic growth to a point where it can be overcome by carefully selected remedies.

The greater mass of the disease is removed by the application of chemicals, after which the surface of the sore and the underlying parts are kept in such a condition, by the application of medicines, that little or no resistance is given to the migration of the cells toward the open sore. The sound flesh yields less readily to the passage of the migrating cells, and these, like any other force, following lines of least resistance, come to the surface.

In a few days their presence is revealed to the naked eye by

the changes of the tints in different spots on the surface of the sore. Medicines are again applied and the process repeated till all disease is removed and the patient is out of danger. The changing conditions, and the wide range of cases under treatment, render necessary the use of nearly all the remedies employed by the medical profession. And it is the careful selection of the proper remedy at the right time that brings to the method such a large measure of success. The circulars of the institution, which are sent upon application, give a detailed description of the method employed. The management have, with the utmost care, prepared reports of cases, giving the names and addresses of the patients, and showing, in a number of instances, how repeated surgical operations had failed to benefit, and yet cures were performed by the new method.

In writing for these reports it will be well, also, to send names of friends who would be interested.

Owing to the increased demand for such treatment, the McMichael Sanitarium has been constantly forced to increase its facilities. The building now occupied by the institution is delightfully located in the residence portion of the city, convenient to all lines of transit on the South Side. It is fully equipped with every facility for handling the cases intrusted to it, and every convenience for the care and comfort of its patients.

The need of what is known as the *humane* treatment of cancer has been demonstrated, and the plan of the sanitarium is to bring more completely to the notice of the public the need of such an institution. This it is rapidly accomplishing. Not a week passes without some patient who has been pronounced as suffering from a case of cancer being restored to health and vigor, and if the cancer has not involved vital parts, the institution will undertake its cure, no matter how fully developed the growth is.

LaFayette D. McMichael, M. D., and Orville W. McMichael, M. D., are at the head of the sanitarium. Their joint labors are productive of much good to the reputation of the institution, which is rapidly forging its way to the front rank. The physicians have long made a special study of tumors and cancerous growths, and now devote themselves wholly to that specialty. Their reputation has become established, and patients come to them from all parts of the country. Office of Sanitarium, 1021 Masonic Temple.

STREETS AND AVENUES.

EXPLANATORY.

The letters and figures following the names of streets are given to ascertain their location on the map. Take, for example, **Aberdeen**, N-23.

On each side of the map are figures reading downward, and along the margin, top and bottom, are the letters of the alphabet, reading from left to right. N-23 refers to that point on the map where lines, if drawn from 23 to 23 east and west, and from N to N north and south, would intersect each other at right angles; Aberdeen would be found at such intersection.

In this way any place or building in the city may be located, if two intersecting streets in the vicinity are known. For example: The West Division Water Tower and Pumping Station are at Twenty-second street and Ashland avenue. In the street directory it will be found that Ashland avenue is noted as M-30. Referring on the map to the letter M, and drawing a line to the level of the figure 30 at the sides of the map, it will be found that this avenue runs north and south, merging into North Ashland avenue at Randolph street. Twenty-second street may be traced in the same way and the intersection found.

ABBREVIATIONS.

av.....	Avenue.	pl.....	Place.
bd.....	Boulevard.	rd.....	Road.
ct.....	Court.	S.....	South.
fr.....	From.	sq.....	Square.
N.....	North.	W.....	West.

STREETS AND AVENUES.

A.....M 17	Alice Ave.....V 55	Armour.....M 21
Abbott Ct.....O 15	Alice Pl.....J 17	Armour Ave.....P 26
Aberdeen.....N 23	Allen Ave.....W 51	Arnold.....P 40
Aberdeen Ave.....Y 54	Allen Ave.....H 15	Artesian Ave.....J 23
Ada, N.....M 22	Almond.....K 24	Arthington.....M 24
Ada.....M 42	Alport.....M 26	Arthur.....O 26
Adams.....P 23	Ambrose.....K 27	Arthur Ave.....X 49
Adams.....E 12	Anderson.....H 32	Ash.....b 13
Adams Ave.....T 40	Andrew Ave.....H 12	Ash.....J 29
Adams, W.....K 23	Ann.....N 22	Ashford Ave.....E 18
Addison.....K 14	Ann, N.....N 22	Ashkum Ave.....W 44
Addison Ave.....T 38	Anna Ave.....K 14	Ashland.....K 24
Adelaide Ave.....K 14	Anna Pl.....L 50	Ashland Ave.....E 11
Adelaide Ct.....F 27	Anthony Ave.....T 40	Ashland Ave.....M 30
Adele Ave.....J 31	Antoinette.....G 48	Ashland Ave., N.....M 20
Alaska.....O 19	Arbour Pl.....M 22	Ashland Bd.....M 26
Albany Ave.....I 24	Arcade Ct.....P 23	Ashland Ct.....M 21
Albany Ave., N.....I 22	Arch.....M 28	Ashton.....N 43
Albany Ave.....I 42	Archer Ave.....K 30	Ashton.....I 44
Albert.....M 26	Armcore Ave.....N 8	Ashton.....J 44
Aldine.....O 14	Argyle.....M 10	Ashton Pl.....J 44
Aldine.....R 30	Argyle Ave.....Y 54	Astor.....Q 19
Aldine Sq.....R 30	Arlington Ave.....K 48	Atlantic.....P 32
Alexander.....P 27	Armida Ave.....K 49	Atlantic Ave.....H 37
Alexander Ave.....N 12	Armitage Ave.....K 17	Attica.....N 29
Alice Ct.....K 18	Armitage Ct.....I 18	Attrill.....J 17

Streets and Avenues—Continued.

Atwood Ave.....	G 50	Belden Ave.....	H 17	Blue Island Rd....	Q 52
Anburn	N 29	Belden Ave.....	M 17	Boardman	K 30
Anburn Ave.....	O 40	Belden Pl	O 17	Boardman Pl.....	M 16
Anburn Ave.....	O 41	Belder Ave.	E 17	Boilvin Ave.....	E 35
Angusta.....	K 20	Belknap.....	N 24	Bonaparte.....	M 28
Austin ...	b 14	Bell Ave.....	G 18	Bond	E 13
Austin Ave.....	M 21	Bellevue Ave.....	b 7	Bond	G 40
Austin Ave.....	B 16	Bellevue Pl.....	Q 20	Bond Ave.....	X 40
Ave. A ...	Z 50	Belle Plaine Ave..	K 12	Bonfield	N 28
Ave. B.....	Z 46	Belmont Ave.....	E 11	Bonney Ave.....	G 26
Ave. C.....	Z 46	Belmont Ave.....	K 47	Boomer.....	P 31
Ave. D.....	Z 47	Belmont Ave.....	M 14	Boone.....	K 24
Ave. E.....	Z 47	Benson	M 29	Borso Pl.....	K 48
Ave. F.....	Z 47	Benton Pl.....	Q 22	Boston Ave.....	E 35
Ave. G.....	Z 47	Berg Pl.....	L 16	Boston Ave.....	O 23
Ave. H.....	Z 47	Berkeley	K 49	Bosworth Ave....	M 14
Ave. I.....	Z 48	Berkeley Ave....	S 31	Boulevard.....	O 50
Ave. J.....	Y 47	Berkshire Ave....	H 49	Boulevard	Q 21
Ave. K.....	Y 47	Berlin	K 17	Boulevard Pl....	R 32
Ave. L.....	Y 47	Bernard	H 14	Boulevard Way...	I 27
Ave. M.....	Y 47	Berrien	M 54	Boursauld Ave....	K 12
Ave. N.....	Y 50	Berteau Ave.....	K 12	Bowen Ave	R 31
Ave. O.....	Y 50	Berwyn Ave.....	N 9	Bowery, The.....	N 23
Avers Ave.....	G 28	Best Ave.	N 16	Bowman	K 41
Avers Ave.....	G 34	Better	N 24	Bowman Ave....	I 12
Avon.....	J 47	Bickerdike	M 21	Brackett.....	Q 37
Avon Ave.....	J 37	Bickerdike Sq....	M 21	Bradley.....	M 19
Avon Pl.....	K 23	Bingham	J 17	Bradley Pl....	N 13
Avondale Ave....	I 14	Binzo	L 17	Brand.....	L 16
Ayers Ave.....	G 21	Birch.....	K 24	Brand	O 35
Ayres Ct.....	M 21	Birch Ave.....	V 55	Brand Ave.....	H 15
		Birdsall.....	J 52	Breckenridge Ave.	D 18
		Bishop.....	M 34	Breslau.....	K 17
		Bishop Ct.....	M 22	Briar Pl.....	O 15
		Bismarck Ave....	Y 54	Brigham.....	L 19
B	M 17	Bismarck Ct.....	M 21	Bristol	P 32
Baker Ave.....	O 32	Bissell Ave.....	W 39	Bristol Ave	F 20
Baldwin	L 21	Bissell	N 18	Broad.....	M 28
Baldwin Ave....	W 40	Bissell Ave.....	U 42	Broadway.....	K 54
Ball Pl.....	L 44	Bixby Pl.....	M 21	Brompton Ave....	O 14
Ballou	H 17	Blackhawk	O 19	Bronson	M 33
Baltic	P 33	Blackwell	N 33	Brookfield Ave..	M 35
Baltimore Ave...	X 42	Blackwell	P 26	Brooks Ave.....	P 42
Banks.....	Q 19	Blaine.....	J 27	Brooks Ave.....	T 40
Barber	O 25	Blaine Ct.....	M 23	Broom	L 21
Barclay	I 20	Blair	O 26	Bross Ave.....	J 29
Barkley Ave....	X 49	Blake	K 30	Brown	N 25
Barry Ave....	O 15	Blanchard Ave....	M 36	Brunswick Ave...	H 15
Bartlett Ave....	H 19	Blanchard Pl....	Q 27	Bryant	R 30
Basil Ave.....	I 18	Blanche.....	M 19	Bryn Mawr Ave..	M 9
Bassett	M 36	Bliss	N 20	Buchanan	H 32
Bates	P 25	Block.....	O 18	Buena Ave.....	N 12
Bauwans	L 19	Bloom.....	L 30	Buena Pk. Ter ..	N 12
Baxter	N 15	Bloomington Ave.	P 55	Buena Vista Pl...	O 27
Bayson	F 19	Bloomington Rd..	L 18	Buffalo Ave.....	Y 55
Beach	P 24	Blucher	L 19	Bunker.....	O 24
Beach Ave.....	H 19	Blucher	N 15	Burchell Ave....	H 17
Beck Ct.....	H 45	Blue Island Ave..	M 26	Burchell Ave....	I 16
Beethoven Pl....	P 19	Blue Island Ave..	O 54	Burling	O 18
Belden Ave.....	C 17	Blue Island Ave..	P 55	Burlington.....	Q 26

Streets and Avenues—Continued.

Burnside	P 40	Central Park Boul.	I 21	Church Pl.	N 23
Burnside Ave.	R 44	Centre.	F 12	Churchill.	K 18
Burr Oak Ave.	K 52	Centre	L 10	Cicero Ct.	J 23
Burtis	K 33	Centre	M 13	Clara Pl.	J 17
Burton Pl.	P 19	Centre	M 48	Clare Ave.	L 50
Bush Ave.	V 55	Centre.	N 17	Claremont	N 9
Butler	O 51	Centre	O 15	Claremont Ave.	K 10
Byford Ave.	H 25	Centre Ave.	I 15	Claremont Ave.	K 24
Byrne Ave.	H 15	Centre Ave.	G 50	Clarence	F 24
Byron	L 13	Centre Ave.	N 24	Clarence Ave.	N 13
Byron Ave.	I 17	Centre Ave.	X 49	Clarinda	L 20
		Centre Ave., N.	N 21	Clark.	I 45
		Chedwick.	M 55	Clark.	O 29
		Chambers Ave.	X 49	Clark.	P 51
		Champlain.	K 30	Clark Ave.	V 44
C	M 17	Champlain Ave.	M 54	Clark, N.	P 21
Calhoun Ave.	W 48	Champlain Ave.	R 38	Clarkson Ave.	I 18
Calhoun Pl.	P 22	Chanay	J 17	Clarkson Ct.	I 22
California Ave.	J 24	Chapel Ave.	J 45	Clay	N 18
California Ave.	H 46	Chapin.	H 14	Clay Ave.	J 10
California Ave., N. .	J 19	Chapin.	M 20	Clayton	K 34
Calumet.	M 54	Chappel Pl.	S 32	Clayton.	N 26
Calumet Ave.	Q 32	Charles	O 23	Cleaver	M 20
Calumet Ave.	K 51	Charles	X 49	Cleveland Ave.	E 35
Campbell	L 28	Charles Pl.	P 23	Cleveland Ave.	F 19
Campbell Ave.	J 25	Charlotte.	G 24	Cleveland Ave.	F 20
Campbell Ave., N. .	J 24	Charlotte Ave.	D 17	Cleveland Ave.	O 18
Campbell Pl.	P 21	Charlton	M 29	Clifton	F 27
Canal	O 24	Chase.	M 20	Clifton Ave.	J 44
Canal	K 54	Chase Ave.	G 18	Clifton Ave.	N 15
Canal	O 44	Chase Ave.	H 46	Clifton Ave.	I 16
Canal, N.	O 22	Chase Ct.	K 27	Clifton Park Ave. .	H 26
Canal Pl.	M 17	Chatham	K 53	Clinton	M 45
Canalport Ave.	O 26	Chatham Ct.	O 20	Clinton.	O 44
Carl	P 19	Chauncey Ave.	T 41	Clinton Ave.	I 34
Carlin Ave.	W 40	Cheltenham Ave. .	Y 42	Clinton, N.	O 22
Carlson.	Q 51	Cheltenham Pl. .	X 40	Cloud Ave.	V 44
Caroline	G 48	Cheney	F 10	Cloud Ct.	P 35
Carondelet.	X 50	Cherry	G 40	Clybourn Ave.	N 18
Carpenter	N 36	Cherry.	L 50	Clybourn Pl.	M 18
Carpenter, N.	N 21	Cherry Ave.	N 19	Clybourn Pl., W. .	L 18
Carroll	G 15	Cherry Pl.	J 17	Clyde	N 18
Carroll Ave.	K 23	Chestnut	D 18	Coblenz.	K 17
Cass	M 54	Chestnut	D 21	Cochrane.	J 52
Cass.	Q 21	Chestnut.	I 34	Coles Ave.	W 39
Castello Ave.	E 17	Chestnut	P 36	Colfax Ave.	R 37
Castello Ave.	G 17	Chestnut.	Q 21	Colfax Ave.	V 50
Castle	F 20	Chestnut Ave.	G 48	Colfax Ave.	W 42
Catalpa Pl.	I 17	Chestnut Pl.	Q 20	College	K 44
Catalpha Pl.	M 12	Chicago.	K 54	College Pl.	R 29
Cedar	G 40	Chicago Ave.	O 20	Collins	I 25
Cedar	P 36	Chicago Ave.	K 55	Collins Ct.	K 27
Cedar	Q 20	Chicago Ave.	X 54	Cologne.	N 27
Cedar.	X 49	Chicago Ave., W. .	N 20	Colonade Row.	L 54
Centennial Pl.	L 21	Chippewa Ave.	I 41	Colorado Ave.	I 23
Central Ave.	a 18	Choctaw Ave.	I 41	Colton	K 41
Central Ave.	Q 22	Christiana Ave. .	H 20	Columbia.	K 18
Central Ave.	V 42	Christopher	G 32	Columbia Ave.	E 18
Central Park Ave. .	G 19	Church.	M 47	Columbia Ave.	G 47
Central Park Ave. .	H 26	Church Pl.	M 28	Columbia Pl.	G 22

Streets and Avenues—Continued.

Columbus Ave.....J 39	Cuyler Ave.....L 12	Dominick.....M 17
Commercial.....L 16	Cynthia Ct.....H 26	Dor Pl.....G 19
Commercial.....L 18	Cypress.....K 24	Douglas.....E 13
Commercial Ave.....X 42		Douglas Ave.....Y 54
Concord.....L 54		Douglas Park Boul.H 25
Concord.....O 33		Douglas Park Pl...J 25
Concord Pl.....N 18		Drake Ave.....H 21
Congress.....P 23	Dakin.....N 13	Dresden.....B 18
Congress, W.....L 23	Dale Pl.....L 27	Dresden Ave.....H 15
Conneaut.....J 16	Daly.....J 30	Drew.....L 48
Connors.....O 19	Damon.....N 24	Drexel Ave.....S 37
Conrad.....O 26	Danford.....X 48	Drexel Boul.....S 32
Constance Ave.....U 42	Danforth.....C 10	Drive.....T 45
Cook.....G 15	Dania Ave.....J 19	Dryburg.....G 32
Cook.....I 13	Daniel Pl.....E 19	Duane.....L 50
Cook.....M 33	Daniels.....H 32	Duncan Ave.....W 40
Cook.....O 21	Dauphin Ave.....S 44	Dunn.....O 21
Cooper.....K 37	Davis.....K 19	Dunning.....N 16
Cooper.....M 17	Davis.....K 37	Durham Ave.....E 18
Cornelia.....J 17	Dawson Ave.....H 15	Dussold.....O 25
Cornelia.....M 20	Day.....X 50	Dwight.....D 10
Cornelia.....N 14	Day Ave.....W 41	Dyer.....C 10
Cornelius.....P 47	Dayton.....N 19	
Cornell.....M 20	Dean.....L 19	
Cornell Ave.....U 34	Dearborn.....P 27	
Cortez.....I 20	Dearborn Ave.....P 19	
Cortland.....b 18	Decatur Ave.....H 48	Eagle.....O 22
Cortland.....K 18	Deering.....M 28	Earl Ave.....U 40
Cortland Ct.....I 18	De Kalb.....K 24	Early Ave.....M 8
Corwin.....L 25	De Koven.....O 24	East Ave.....D 10
Corwin Pl.....L 27	Delaware Ave.....F 27	East Ct.....O 15
Cottage Grove Ave.R 34	Delaware Pl.....Q 20	East End Ave.....U 35
Couch Pl.....P 22	Deming Ct.....O 16	Eastern Ave.....G 50
Coulter.....K 27	Desplaines.....K 54	Eastern Ave.....I 28
Court.....M 48	Desplaines.....O 22	Eastman.....N 19
Court.....R 38	Desplaines.....O 34	Eastman.....P 31
Court Pl.....P 22	Desplaines.....O 50	East River.....X 50
Court Pl.....P 38	Desplaines, N....O 21	Eastwood Ave.....N 11
Coventry.....M 18	Devonshire.....K 54	Eberhard Ave.....H 37
Craft.....N 14	Dewey Ct.....O 16	Eberhart.....H 19
Crawford Ave.....G 26	Dewey Pl.....L 44	Eberly Ave.....H 15
Crawford Ave.....G 40	Dexter Ave.....O 32	Ebuda.....K 48
Crawford Ave., N.G 20	Diana.....O 50	Eda.....Q 30
Cregier Ave.....U 39	Dickens Ave.....I 17	Edbrook Pl.....J 17
Crescent Ave.....K 48	Dickey.....O 37	Eddy.....N 14
Crittenden.....M 20	Dickey Ave.....H 19	Edgar.....L 18
Crittenden Rd.....X 51	Dickson.....M 19	Edgerton Ave.....T 36
Crooked.....M 17	Dieden.....M 20	Edgecomb Ct.....N 12
Crosby.....O 20	Diller.....K 22	Edgewater Ave.....M 8
Cross.....H 23	Diversey Ave.....M 16	Edgewood Ave.....I 17
Crossing.....L 18	Division.....I 53	Edson Ave.....N 16
Crowell.....J 17	Division.....K 54	Edward.....O 17
Crown Pl.....J 28	Division.....N 19	Edwards.....C 10
Crystal.....K 19	Division, W.....H 19	Edwards Ave.....X 41
Currier.....M 20	Dix.....N 20	Egerton Ave.....N 38
Curtis.....N 22	Dobbins Ave.....N 45	Eggleston Ave.....P 40
Curtis, N.....N 22	Dobson Ave.....S 40	Eighteenth.....P 26
Custab Ave.....E 4	Dock.....Q 22	Eighteenth Pl., W.N 26
Custer Ave.....I 41	Dodge.....P 25	Eighteenth, W.....L 26
Custom House Pl..P 25	Dolton Ave.....R 54	Eighth Ave.....Z 46

Streets and Avenues—Continued.

Eightieth.....S 41	Emerald Ave.....H 48	Ferdinand.....K 21
Eightieth Ct.....G 41	Emerald Ave.....O 30	Ferry.....b 18
Eightieth Ct.....X 41	Emerson Ave.....K 21	Fifteenth.....P 25
Eighty-first.....S 41	Emery.....H 20	Fifteenth, W.....L 25
Eighty-first Pl.....S 41	Emily.....L 20	Fifth Ave.....P 23
Eighty-second.....S 41	Emma.....M 20	Fiftieth.....D 17
Eighty-second Pl.....S 41	Emmett.....E 33	Fiftieth.....S 33
Eighty-third.....U 42	Ems.....K 17	Fiftieth Ct.....R 33
Eighty-third Ct.....O 41	Englewood.....H 36	Fiftieth Pl.....D 17
Eighty-third Pl.....G 42	Englewood Ave.....G 36	Fifty-first.....S 34
Eighty-fourth.....U 42	Englewood Ave.....O 36	Fifty-first Ct.....N 34
Eighty-fourth Pl.....G 42	Erie.....H 13	Fifty-second.....S 34
Eighty-fifth.....U 42	Erie.....P 21	Fifty-third.....S 34
Eighty-fifth Pl.....G 42	Erie Ave.....X 44	Fifty-third Ct.....H 34
Eighty-sixth.....U 42	Erie, W.....M 21	Fifty-fourth.....S 34
Eighty-sixth Pl.....G 42	Erina.....E 33	Fifty-fourth Pl.....S 34
Eighty-sixth Pl.....N 42	Ermena.....K 7	Fifty-fifth.....S 35
Eighty-seventh.....V 43	Ernst Ave.....M 7	Fifty-fifth Pl.....G 35
Eighty-seventh Pl.....S 43	Escanaba.....X 44	Fifty-sixth.....S 35
Eighty-eighth.....V 43	Esmond.....L 49	Fifty-sixth Pl.....O 35
Eighty-eighth Pl.....S 43	Essex Ave.....W 42	Fifty-seventh.....S 35
Eighty-ninth.....V 43	Estman.....C 10	Fifty-seventh Pl.....G 35
Eighty-ninth Pl.....S 43	Euclid Ave.....M 7	Fifty-eighth.....S 35
Elaine.....O 14	Euclid Ave.....H 49	Fifty-eighth Pl.....G 35
Elbridge Ave.....H 15	Eugenie.....O 18	Fifty-ninth.....S 36
Elburn Ave.....M 24	Evans Ave.....R 33	Fifty-ninth Pl.....F 36
Elderrin.....C 10	Evans Ct.....O 26	Fillmore.....J 24
Eldorado.....H 46	Evanston Ave.....O 14	Finch Ave.....F 15
Eldredge Av.....H 45	Everett.....C 10	First Ave.....Y 49
Eldredge Ct.....Q 24	Everett.....F 13	First Ave.....Z 54
Eleventh, W.....M 24	Everett Ave.....S 37	Fisk.....N 26
Elgin.....P 26	Evergreen.....L 19	Fitzhue.....H 32
Elias Ct.....M 28	Evergreen Ave.....H 16	Fleetwood.....M 19
Elizabeth.....H 46	Evergreen Ave.....J 19	Fletcher Ave.....M 15
Elizabeth.....M 42	Evergreen Ave.....K 19	Florence Ave.....J 31
Elizabeth.....M 22	Everts Ave.....L 34	Florence Ave.....N 16
Elizabeth.....O 34	Ewing.....O 24	Florimond.....P 18
Elizabeth Ave.....V 42	Ewing Ave.....Z 46	Flournoy.....J 24
Elk.....L 19	Ewing Pl.....K 19	Follansbee.....I 17
Elkgrove Ave.....L 18	Exchange Ave.....N 31	Fontenoy Pl.....L 19
Ellen.....L 19	Exchange Ave.....X 44	Ford.....O 35
Ellen.....N 38		Ford Ave.....W 40
Ellington Ave.....V 39		Forest Ave.....a 18
Elliott Ave.....U 41		Forest Ave.....D 11
Ellis Ave.....S 35		Forest Ave.....J 16
Ellis Park.....R 30	Fairfield Ave.....J 25	Forest Ave.....Q 30
Ellsworth.....P 24	Fairfield Ave, N.....J 19	Forest Glen Ave.....D 9
Elm.....a 13	Fairmount Ave.....F 27	Forquer.....G 24
Elm.....D 9	Fairview.....B 18	Forrester Ave.....P 46
Elm.....D 21	Fairview Ave.....J 16	Fortieth.....R 31
Elm.....G 10	Fairview Ave.....J 47	Fortieth Ct.....I 31
Elm.....G 40	Fairview Pl.....J 45	Fortieth Ct.....O 31
Elm.....N 47	Fake.....M 28	Fortieth Pl.....f 19
Elm.....P 20	Fall.....J 22	Forty-first.....R 31
Elm Pl.....H 45	Farmer.....M 49	Forty-second.....R 31
Elmwood Pl.....R 30	Farragut Ave.....M 9	Forty-second Pl.....F 28
Elston Ave.....L 17	Farrell.....N 28	Forty-second Pl.....R 31
Elwood.....L 19	Fay.....E 12	Forty-second Pl.....S 31
Emerald.....F 19	Fay.....N 21	Forty-third.....R 31
Emerald.....O 38	Fayette Ct.....M 24	Forty-fourth.....R 32

Streets and Avenues—Continued.

Forty-fourth Pl....	R 32	Gardner.....	I 13	Grant Pl.....	K 10
Forty-fifth.....	R 32	Gardner.....	O 19	Grant Pl.....	P 38
Forty-fifth Ct....	P 32	Garfield Ave....	G 17	Grant Pl.....	O 17
Forty-sixth.....	R 32	Garfield Ave....	K 10	Graves Pl.....	R 29
Forty-seventh.....	R 33	Garfield Ave....	N 17	Gray.....	C 10
Forty-seventh Ct..	J 33	Garfield Boul....	G 24	Graylock.....	P 33
Forty-seventh Pl..	E 19	Garfield Boul....	L 34	Greeley Pl.....	N 20
Forty-eighth.....	S 33	Garland Pl.....	Q 22	Green.....	N 23
Forty-ninth.....	S 33	Garrett.....	L 23	Green, N.....	N 22
Forty-ninth Ct....	K 33	Garvin Ave.....	V 44	Green Bay Ave...	Y 43
Foster.....	I 10	Gary Pl.....	O 13	Greenbay Ave....	Y 54
Fourteenth.....	Q 25	Gault Pl.....	O 20	Greenwich.....	K 18
Fourteenth, W....	L 25	Genesee Ave....	G 23	Greenwood Ave....	F 12
Fourth Ave.....	M 49	Genesee Ave....	J 30	Greenwood Ave....	K 16
Fourth Ave.....	Z 54	Geneva.....	J 30	Greenwood Ave....	S 36
Fowler.....	K 19	Genevieve.....	N 33	Greenwood Ave....	S 44
Fox.....	M 29	Genevieve Ave...	G 17	Greshaw.....	J 24
Fox Pl.....	M 19	George.....	M 15	Gresham Ave....	H 15
Front.....	Q 50	George.....	O 15	Griffin Ave....	H 16
Francis.....	M 8	George.....	N 20	Gross Ave.....	M 32
Francisco.....	I 24	George Ave.....	E 17	Gross Ave.....	V 44
Francisco Ave....	I 30	George Pl.....	K 21	Gross Park.....	L 14
Francisco Ave....	I 34	Germania Pl....	P 19	Gross Park Ave...	L 14
Francisco, N.....	I 20	Gertrude Ave....	I 14	Gross Terrace....	I 23
Francis Pl.....	J 17	Giddings.....	K 11	Grove.....	A 18
Frank.....	N 25	Gilbert Pl.....	O 42	Grove.....	I 12
Frankford.....	B 18	Gillett Ave.....	W 48	Grove.....	P 26
Frankfort.....	K 17	Gilpin Pl.....	M 24	Grove Ave.....	B 10
Franklin.....	P 23	Girard.....	L 18	Grove Ave.....	I 12
Franklin.....	E 11	Girard.....	M 44	Grove Ct.....	O 17
Franklin.....	N 46	Gladys Ave....	E 23	Grove Pl.....	H 45
Franklin Ave....	H 15	Glendale Ave....	H 35	Groveland Ave....	E 16
Franklin Ave....	J 15	Glenlake Ave....	N 7	Groveland Ave....	R 28
Franklin, N.....	P 21	Glenview Ave....	G 20	Groveland Ct....	O 42
Frederick.....	O 16	Glenwood Ave...	L 18	Groveland Ct....	R 30
Frederick Ave....	G 19	Gloy Pl.....	L 17	Groveland Pk....	R 29
Free.....	Q 49	Goethe.....	P 19	Gunn.....	O 36
Freeman.....	J 29	Goethe Ave....	Y 54	Gurley.....	N 24
Fremont.....	N 18	Gold.....	N 24		
French Ave.....	W 40	Good.....	N 24		
Front.....	M 45	Goodman Ct....	C 10		
Front.....	N 20	Goodspeed.....	L 32		
Front.....	Q 50	Goodwin.....	H 25	Haddock Pl.....	P 23
Fry.....	M 20	Gordon.....	P 32	Haines.....	N 20
Fuller.....	M 28	Gordon Terrace..	O 12	Hale.....	N 48
Fullerton Ave....	I 16	Goshen.....	P 32	Hall.....	O 15
Fulton.....	K 22	Grace.....	M 13	Hallowell.....	C 10
Fulton Ave.....	L 7	Grace.....	O 19	Halsted.....	O 27
		Grace Ave.....	I 12	Halsted, N.....	O 22
		Grace Ave.....	J 37	Hamburg.....	K 17
		Grace Ave.....	T 37	Hamilton Ave....	K 23
		Graceland Ave...	K 13	Hamlin Ave.....	G 23
Gage.....	N 30	Graham.....	X 47	Hamlin Ave., N...	G 19
Gage Ave.....	J 37	Grand Ave.....	I 20	Hammond.....	P 18
Gage Pl.....	J 34	Grand Ave.....	J 47	Hammond Ave....	I 15
Galena.....	B 18	Grand Ave, Rd...	C 17	Hampden Ct....	O 16
Galt Ave.....	N 11	Grand Boul.....	R 32	Hancock Ave....	H 17
Garden.....	A 18	Grand Terrace...	T 40	Hanford.....	H 46
Garden.....	N 23	Grant Ave.....	B 10	Harbor Ave.....	Y 44
Garden Ave.....	I 15	Grant Ave.....	F 10	Harding.....	G 11

Streets and Avenues—Continued.

Harding Ave.....G 10	Hilliard Ave.....M 43	Huron.....M 54
Harding Ave.....G 21	Hills.....P 20	Huron.....P 21
Harding Ave.....G 28	Hillside.....N 43	Huron, W.....J 21
Harding Ave.....G 34	Hinkley Ave.....F 17	Hydraulic Pl.....P 23
Harmon Ct.....Q 24	Hinkley Ave.....H 14	Hyman Ave.....E 34
Harrison.....P 23	Hinman.....M 26	
Harrison Ave.....S 43	Hinsche.....O 19	
Harrison, W.....K 23	Hirsch.....J 19	
Hart.....J 30	Hirsch.....F 19	
Hart.....L 21	Hobbie.....O 20	Ida.....E 24
Hartwell Ave.....Q 37	Hoey.....N 23	Ida.....O 35
Hartward.....J 24	Hoffman Ave.....J 17	Illinois.....P 21
Harvard Ave.....P 37	Hoking.....P 31	Illinois Ave.....N 29
Hastings.....L 25	Holcomb Ave.....I 15	Illinois Ave.....X 42
Hathaway.....E 14	Holden.....P 25	Independence Pl.....E 22
Haven.....P 28	Holland Settl. Rd.....O 42	Indiana.....P 21
Hawkinson Ave.....W 52	Hollywood Ave.....N 8	Indiana Ave.....Q 30
Hawne Ave.....V 55	Holt.....M 19	Indiana Boul.....Z 46
Hawthorne Ave.....N 19	Homan Ave.....H 23	Indiana, W.....K 21
Hawthorne Ave.....O 40	Homan Ave., N.....H 21	Inglehart Pl.....R 28
Hawthorne Pl.....O 14	Homier.....K 18	Ingleside.....S 35
Hayes Ave.....X 47	Honoré.....L 30	Ingraham.....M 19
Hayes Boul.....E 16	Hood Ave.....L 7	Inkerman.....P 32
Haynes Ct.....M 28	Hooker.....N 19	Institute Pl.....Q 20
Hazel.....K 46	Hope.....N 21	Iowa.....K 20
Hazel.....M 47	Hope Ave.....T 37	Iron.....M 29
Hazel.....N 12	Hopkinson.....K 43	Iron.....Q 50
Hazel Ave.....L 44	Horton Ct.....L 44	Irving.....B 14
Hegewisch Ave.....X 54	Hosmer Ave.....D 18	Irving Ave.....F 13
Heine.....I 12	Hougan Ave.....M 13	Irving Ave.....F 34
Heine.....I 18	Hough.....L 43	Irving Ave.....K 12
Hein Pl.....O 19	Hough Pl.....N 27	Irving Ave.....K 23
Henderson.....H 14	Houssen Ct.....G 15	Irving Pk. Boul.....H 13
Henderson.....L 16	Houston Ave.....X 54	Irving Pl.....K 22
Henry.....L 25	Howard Ave.....F 17	
Henry Ct.....J 17	Howard Ave.....Q 50	
Herbert Ave.....G 10	Howard Ave.....V 55	
Herman Ave.....W 43	Howard Ave.....X 54	
Hermitage Ave.....L 24	Howard Ct.....I 20	Jackson.....C 10
Herndon.....M 17	Howe.....O 18	Jackson.....G 10
Hervey.....L 17	Hoxie Ave.....W 47	Jackson.....P 23
Hesing Ave.....I 14	Hoyne Ave.....K 27	Jackson.....P 34
Hewes.....M 18	Hoyne Ave.....K 45	Jackson Ave.....S 35
Hewitt Ave.....V 55	Hoyne Ave., N.....K 19	Jackson, W.....K 23
Hews Ave.....V 48	Hoyt.....O 37	James.....D 11
Hibbard Ave.....T 34	Hubbard.....E 21	James.....J 54
Hicking Ave.....N 34	Hubbard Ct.....Q 24	James.....K 34
Hickory.....M 28	Huber.....M 17	James.....M 49
Hickory Ave.....L 46	Huck Ave.....K 10	James.....N 29
Hickory Ave.....N 19	Hudson.....J 29	Jane.....L 20
High.....a 18	Hudson Ave.....O 19	Jan Huss Ave.....G 16
High.....E 14	Humboldt.....I 18	Jan Huss Ave.....G 42
High.....I 38	Humboldt Ave.....G 17	Jansen.....M 14
High.....M 17	Humboldt Ave.....H 16	Jarvis.....H 32
High.....N 47	Humboldt Ave.....I 19	Jasper.....F 19
High Ave.....Y 54	Humboldt Ave.....J 20	Jasper.....M 29
Highland Ave.....K 47	Humboldt Boul.....I 17	Jefferson.....B 18
Hill.....a 18	Hunting Ave.....E 11	Jefferson.....O 25
Hill Ave.....H 49	Huntingdon.....C 10	Jefferson, N.....O 22
Hilliard.....K 43	Huron.....H 13	Jefferson Ave.....E 18

Streets and Avenues—Continued.

Jefferson Ave.....T 40	Kuehl Pl.....L 17	Lexington.....J 24
Jefferson Ct.....J 17	Kuhn Ct.....J 17	Lexington Ave....O 40
Jeffery Ave....V 42		Lexington Ave...S 36
Jesse Pl.....K 21		Liberty.....O 25
Joan Ave.....G 50		Liberty.....G 40
John Pl.....N 27		Lill.....K 16
Johnson.....N 26	Lafayette Pk. Wy.N 10	Lill Ave.....N 16
Johnson Ave....R 28	Lafin.....M 25	Lilla.....E 24
Johnston Ave....I 17	Lake.....P 22	Lime.....N 27
Joseph.....I 30	Lake, W.....L 22	Lincoln.....L 12
Joseph.....N 27	Lake Ave.....S 55	Lincoln.....L 24
Joseph Ave....G 14	Lake Ave.....T 32	Lincoln.....L 30
Judd.....O 25	Lake Ave.....X 39	Lincoln, N.....L 19
Judd.....X 48	Lake Park Ave R 28	Lincoln Ave.....G 15
Judson.....N 19	Lake Park Pl. ...Q 24	Lincoln Ave.....O 17
Julia Ct.....J 17	Lake Shore Drive.Q 19	Lincoln Ave.....Q 55
Julian.....L 19	Lake Side Ave...N 11	Lincoln Ave....V 50
Julius.....N 24	Lakeside Ave....V 51	Lincoln Pl.....O 17
Junction Ave....II 37	Lake View Ave...P 16	Linden.....b 17
Juniata.....II 12	Lakewood Ave...M 9	Linden.....M 10
Juniata Ave....V 52	Lane Pl.....P 17	Linden Ave....D 18
JustineM 34	Langley Ave....R 32	Linden Ave....J 16
	Larmon Ave....P 40	Linden Pl.....L 45
	Larrabee.....O 20	Linn Ave.....W 52
	La Salle.....M 48	Linwood Pl. ...I 20
	La Salle.....P 28	Lisle.....B 18
Kedzie Ave.....I 28	La Salle Ave....P 19	Lisle.....O 26
Kedzie Ave., N...I 21	Laughton.....J 27	Lister Ave.....L 17
Keefe Ave....R 38	Laurel.....K 44	Little Ave....J 31
Keeley.....N 28	Laurel.....L 43	Little Fork Rd..J 10
Keeney Ave....F 17	Laurel.....N 30	Livingston Ave..H 38
Keenon.....L 19	Laurel Ave....l 13	Livingston Ave...V 55
Keith.....M 21	Laurel Ave....J 16	Lock.....M 28
Kellogg Ave....F 27	Lavina.....P 36	Lockport.....K 30
Kellogg Ave....I 44	Law Ave.....O 24	Lockwood Ave...R 54
Kemper Pl.....O 17	Lawndale Ave...G 19	Locust.....P 20
Kendall.....K 24	Lawndale Ave...G 28	Locust.....G 40
Kenmore Ave...N 8	Lawndale Ave...G 34	Locust.....M 46
Kenwood Ave....T 33	Lawrence.....M 17	Locust Ave....H 38
Kenwood Terrace.V 39	Lawrence Ave...K 11	Logan.....M 28
Kerney.....G 40	Lay.....J 28	Logan.....O 33
Kidder Ct.....S 40	Layton.....O 32	Logan Ave....N 43
Kimball.....K 46	Layton Ave....H 45	Logan Sq.....I 16
Kimbark Ave...T 35	Leavitt.....K 28	Lombard Ave....E 11
Kimbell Ave....H 17	Leavitt, N.....K 19	Lonergan.....P 18
Kiucalde Ave....	Lee Ave.....I 15	Loomis.....M 25
King Pl.....N 15	Lee Ave.....N 33	Lothair Ave....K 49
Kingsbury.....O 21	Lee Pl.....K 21	Lowe Ave.....O 30
Kingston Ave...W 42	Leipzig.....K 17	Lubeck.....K 17
Kingston Ave...W 55	Leland Ave....K 11	Luce.....M 19
Kinzie.....P 21	Lemoyne.....K 19	Luella Ave....U 44
Kinzie, W.....L 22	Leo.....N 28	Lull Pl.....L 19
Kirkwood Ave...II 46	Leo Pl.....K 10	Lumber.....J 28
Kleinman Ave...W 49	Lessing.....N 20	Lumber.....O 27
Koenig Ave....I 15	Levant Ave....U 42	Lumber.....P 25
Kohlsaat Ave....O 13	Levee.....M 28	Lundy.....K 30
Kosciusko.....K 17	Levy Ave.....C 16	Lundy's Lane...K 29
Kossuth.....B 18	Lewis.....C 10	Lunn Ct.....J 25
Kramer.....O 25	Lewis.....M 17	Luther.....J 27
Kruse Ave.....J 33	Lexington.....b 16	Lutz Pl.....O 19

Streets and Avenues—Continued.

Lydia.....O 22	Margaret.....N 25	Michigan Ave....W 53
Lydiard.....D 21	Margaret Pl.....G 26	Mill.....L 29
Lyman.....M 28	Marianna.....M 16	Millard Ave.....G 25
Lyman Ave.....K 11	Marion Pl.....L 19	Miller.....M 24
Lyndale Ave...E 17	Mark.....E 14	Miller.....F 11
Lyon Ave.....K 50	Mark.....O 26	Miller.....F 24
Lyon Ave.....R 44	Market.....P 23	Milton Ave.....O 20
Lytle.....M 24	Market.....Q 55	Milwaukee Ave...L 19
	Market, N.....P 21	Mitchel.....F 11
	Market Sq.....L 29	Mitchell Ave....I 18
	Marlin Pl.....E 19	Mittmore Ave....G 16
	Marquette Ave..W 44	Modena.....E 33
McAlpine.....K 29	Marshall.....O 32	Moffatt.....J 18
McAnley Ave...F 18	Marshfield Ave..L 24	Mohawk.....O 18
McChesney Ave..R 37	Marshfield.....L 51	Mohawk.....O 33
McDermott.....M 28	Martin.....J 27	Moltke.....J 19
McGlashen.....O 27	Martin.....M 46	Moltke Ave....Y 54
McHenry.....M 18	Marvin.....J 27	Monroe.....B 18
McIlroy.....H 20	Marvin.....L 47	Monroe.....D 12
McKibbin Ave..I 32	Marvin Pl.....E 22	Monroe.....P 23
McLean Ave....G 17	Mary.....N 27	Monroe, W.....K 23
McLennan.....G 32	Maryland Ave...S 37	Monroe Ave....T 35
McLeod Ave....J 37	Mason Ave.....F 16	Montana.....K 16
McMaster.....H 14	Massey.....J 32	Montana.....N 16
McMullen Ct...N 26	Mather.....O 24	Montana Ave...E 16
McReynolds....L 19	Mathew.....L 23	Mont Clare Ave..b 14
Macalester Pl..M 24	Matteson.....O 33	Montgomery Ave..J 31
Macedonia.....L 19	Mattison Ave...W 39	Monticello Ave...G 21
Mackinaw Ave..Y 43	Maud Ave.....N 18	Monticello Ave...K 48
Madison.....E 11	Mantene Ct.....L 19	Moore.....E 14
Madison.....P 22	Maxwell.....O 25	Moore.....L 27
Madison, W....L 22	May.....N 16	Moore.....P 20
Madison Ave...M 46	May.....N 24	Moore Pl.....G 26
Madison Ave...T 36	May, N.....N 22	Moorman.....L 19
Madison Ct....T 37	Mayfair.....M 12	Morgan.....N 25
Magazine.....B 18	Maynard Ave....B 10	Morgan.....K 48
Magnolia Ave...M 9	Mazon.....L 48	Morgan, N.....N 22
Main.....B 18	Mead.....H 20	Morgan Park Ave..G 50
Main.....M 27	Meadow.....M 49	Morgan Pl.....N 23
Maller.....E 24	Meaghan.....M 29	Morris.....O 34
Manistee Ave..W 44	Meagher.....O 25	Mosprat.....N 29
Maple.....D 9	Mechanic.....O 26	Mound Ave....P 34
Maple.....G 40	Medill Ave.....H 17	Mountain Ave....O 50
Maple.....H 36	Medora.....F 24	Mozart.....I 12
Maple.....H 45	Medora.....L 50	Mozart.....I 18
Maple.....M 46	Medora Ave....L 50	Munson.....F 24
Maple.....P 20	Medora Ave....G 49	Murray.....O 35
Maple Ave....b 17	Melrose.....M 14	Murray Ave....D 10
Maple Ave....H 33	Mendell Ct.....M 17	Muskegon Ave...X 44
Maple Ave....H 48	Menomonce....O 18	Mynon Ave.....L 47
Maple Ave....J 44	Mentmore Ave..G 17	Myrtle.....a 18
Maple Pl.....J 17	Merian Ave....I 26	Myrtle Ave....J 17
Maplewood Ave..J 16	Meridian.....O 22	Myrtle Ave....S 31
Maplewood Ave..J 29	Merrill Ave...V 42	Myrtle Ave....S 37
Maplewood Ave.,N.J 19	Meyer Ave....O 18	
Maplewood Pl...J 25	Michael Ave....L 43	
Mara Ave.....K 14	Michigan.....H 13	
Marble Pl.....O 23	Michigan.....P 21	
March.....P 37	Michigan Ave...I 44	Nassau.....I 23
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Nebraska Ave.....I	18	Oak....	a	17	113th Pl.....	P	49
Nelson.....N	15	Oak....	b	13	114th.....	X	49
Nelson.....H	47	Oak....	b	18	115th.....	X	50
Nelson Ave.....D	19	Oak....	D	20	116th.....	X	50
Nevada.....O	14	Oak....	F	10	117th.....	X	50
Nevada Ave.....E	16	Oak....	G	40	118th.....	W	51
New.....J	53	Oak....	J	53	118th Pl.....	I	50
Newberry Ave.....N	25	Oak....	K	45	119th.....	W	51
Newport Ave.....O	14	Oak....	L	55	120th.....	W	51
Newton.....L	20	Oak....	M	45	121st.....	V	51
Niagara.....D	20	Oak....	P	34	122d.....	W	51
Niagara.....O	33	Oak....	Q	20	123d.....	W	52
Nicholls.....I	21	Oak Ave.....	L	50	124th.....	W	52
Nineteenth.....P	26	Oak Ave.....	R	30	125th.....	V	52
Nineteenth Pl., W..N	26	Oak Ave.....	W	50	126th.....	W	52
Nineteenth, W.....L	26	Oakdale.....	K	15	127th.....	W	52
Ninetieth.....V	43	Oakdale Ave.....	N	15	128th.....	W	53
Ninetieth Pl.....S	43	Oakenwald Ave....	T	33	130th.....	Y	53
Ninety-first.....U	44	Oak Grove Ave....	N	13	131st.....	Y	54
Ninety-second.....V	44	Oakley Ave.....	K	29	132d.....	Y	54
Ninety-second Pl..V	44	Oakley Ave., N....	K	19	133d.....	Y	54
Ninety-third.....V	44	Oak Park Ave.....	b	14	134th.....	X	55
Ninety-fourth.....V	44	Oak Pl.....	N	14	135th.....	W	55
Ninety-fifth.....W	45	Oakwood Ave.....	G	50	136th.....	V	55
Ninety-sixth.....X	45	Oakwood Ave.....	I	31	137th.....	V	55
Ninety-seventh.....X	45	Oakwood Ave.....	S	31	138th.....	V	55
Ninety-eighth.....X	45	Oakwood Bou'..	R	31	O'Neil.....	N	27
Ninety-ninth.....X	46	O'Brien.....	O	25	Ontario.....	H	13
Ninth Ave.....S	47	O'Brien Ave.....	E	18	Ontario.....	M	54
Nixon.....M	24	Ogden Ave.....	G	26	Ontario.....	P	21
Noble.....M	20	Ogden Pl.....	L	23	Ontario Ave.....	X	44
Noble Ave.....M	15	Oglesby Ave.....	N	45	Ontario, W.....	D	21
Noble Ct.....T	39	Oglesby Ave.....	V	38	Orange.....	K	53
Normal Park Way		Ohio.....	P	21	Orchard.....	A	18
N.....O	38	Ohio, W.....	K	21	Orchard.....	O	18
Normal Park Way		Olga.....	N	13	Orchard.....	T	32
S.....O	38	Olive.....	K	25	Orleans Ave....	H	49
Norman Ave.....I	18	Olive.....	M	8	Osborn.....	L	21
North.....L	10	Olive Ct.....	M	10	Osgood.....	N	17
North Ave.....J	53	100th.....	X	42	Oswego.....	L	21
North Ave.....N	18	101st.....	W	46	Oswell Ave.....	P	34
North Ave., W....H	18	102d.....	W	46	Otis.....	O	19
North Branch.....N	20	103d.....	Y	47	Otto.....	n	14
North Ct.....M	10	103d Pl.....	Q	47	Ovitt Pl.....	H	17
North Park Ave...P	17	104th.....	W	47	Owasco.....	J	23
North Pl.....L	17	105th.....	Y	47	Oxford Ct.....	R	30
North Water.....Q	21	106th.....	Y	47			
Norton.....N	24	107th.....	X	48			
Norwood Ave.....H	19	107th Pl.....	M	48			
Norwood Pk. Plank		108th.....	X	48			
Rd.....B	9	108th Pl.....	M	48	Pacific Ave.....	H	37
Notre Dame Ave..X	46	109th.....	X	48	Pacific Ave.....	P	24
Nursery.....M	17	109th Pl.....	P	48	Packer's Ave....	m	32
Nutt.....N	26	110th.....	X	48	Page.....	L	22
Nutt Ave.....U	39	110th Pl.....	P	48	Page, N.....	L	21
Nutt Ct.....N	26	111th.....	X	49	Page.....	L	37
		111th Pl.....	P	49	Palasaid.....	H	36
		112th.....	X	49	Palatine.....	H	25
		112th Pl.....	P	49	Palm Ave.....	H	37
		113th.....	X	49	Palmer.....	L	10

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Palmer Ave.....I 17	Phinney Ave.....II 23	Prospect Ave.....G 48
Palmer Ave.....V 38	Phinney Ave., N..II 21	Prospect Ave.....K 43
Palmer Sq.....J 17	Pier.....S 30	Prospect Pl.....R 30
Park.....II 36	Pierce.....K 41	Pulaski.....K 17
Park.....L 19	Pierce Ave.....II 19	Pullman Ave.....I 32
Park.....m 49	Pierson Ave.....I 30	Purple.....P 26
Park Ave.....a 17	Pigdon.....F 11	Putnam.....O 21
Park Ave.....F 13	Pine.....a 13	
Park Ave.....F 34	Pine.....II 16	
Park Ave.....II 15	Pine.....K 44	
Park Ave.....H 45	Pine.....L 9	Quarry.....N 27
Park Ave.....J 22	Pine.....L 50	Quincy.....O 23
Park Ave.....L 19	Pine.....Q 21	Quincy, W.....O 23
Park Ave.....O 15	Pine Ave.....C 16	Quinn.....N 28
Park Ave.....P 46	Pine Ave.....II 37	
Park Ct.....T 33	Pine Grove Ave..O 13	
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Parker Ave.....F 16	Pittsburg Ave...W 52	
Parmelee.....K 27	Pittsfield Ave...G 36	Racine Ave.....N 17
Parnell Ave.....O 30	Pleasant.....II 12	Railroad Ave....P 25
Parnell Ave.....O 51	Pleasant.....L 7	Railroad Ave...P 32
Parnell Ave.....X 45	Pleasant.....O 19	Railroad Ave...X 41
Paulina.....L 24	Pleasant Ave....K 43	Raleigh Ct.....K 25
Paulina.....L 30	Pleasant Pl.....D 22	Randolph.....P 22
Paulina, N.....L 19	Pleasant Pl.....J 17	Randolph, W....N 22
Paxton Ave.....V 40	Plum.....M 24	Randolph Ave...G 14
Paxton Ave.....V 51	Plymouth Pl....P 25	Ravenswood Park.L 11
Pearce.....O 23	Poe.....N 18	Rawson.....M 18
Pearl.....b 17	Point.....J 17	Ray.....Q 28
Pearl.....F 27	Polk.....P 24	Raymond.....K 18
Pearl.....G 40	Polk, W.....K 24	Raymond.....M 49
Pearl.....M 45	Poplar.....G 40	Reade Ave.....X 49
Pearl.....O 17	Poplar Ave....N 28	Reaper.....L 16
Pearl.....P 28	Portland.....L 51	Rebecca.....D 11
Pearl Ave.....I 31	Portland Ave...P 27	Rebecca.....L 25
Pearson.....Q 20	Portland Ave...P 50	Redfield.....M 18
Peck Ct.....Q 24	Post.....M 28	Reed.....E 12
Pedro Pl.....K 50	Potomac Ave...J 19	Reed Pl.....M 12
Penn.....O 19	Powell Ave.....J 17	Rees.....O 19
Penn Pl.....E 22	Powell Ave.....V 48	Regina.....O 37
Pennock Ave....G 16	Powell Pk.....J 17	Reid.....R 40
Pennock Bd....F 16	Prairie.....J 53	Remington Ave..K 48
Pennsylvania Av.F 18	Prairie.....N 48	Reta.....N 14
Pennsylvania Av.V 55	Prairie Ave....K 51	Reynolds Ave...X 41
Peoria.....N 23	Prairie Ave....M 45	Rhine.....K 17
Peoria.....N 34	Prairie Ave....Q 32	Rhodes Ave....R 29
Peoria, N.....N 22	Pratt.....C 10	Rhoades Ave...R 38
Perry Ave.....B 10	Pratt.....N 21	Rhoades Ave...S 39
Perry Ave.....J 17	Pratt Pl.....K 23	Rice.....L 20
Peterson.....K 18	Prescott.....E 12	Rice Pl.....K 27
Peterson.....M 8	Prince Ave....G 19	Richardson Ave..O 37
Phare Ave.....I 34	Princeton.....b 16	Richmond.....I 20
Philadelphia Pl..E 22	Princeton.....P 32	Richmond Ave...I 16
Phillips.....N 21	Prindville....J 17	Richmond Ave...F 27
Phillips Ave....H 12	Private.....M 31	Ridge.....L 7
Phillips Ave....W 42	Private No. 1...M 31	Ridge Ave....L 47
Phillips Ave....W 55	Private No. 2...M 31	Ridge Ave....L 50
Phillips Ave....Y 49	Private No. 3...M 31	Ridgeland Ave...A 14
Phillips Ave....Y 54	Prospect Ave...b 17	Ridgeway Ave...G 19

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Ridgeway Ave.....	G 34	Sannott Pl.....	L 44	Sheffield Ave.....	N 16
Ridgewood Ct.....	T 34	Saratoga.....	b 16	Shelby Ct.....	N 26
Ritchie Pl.....	Q 19	Sawyer Ave.....	H 25	Sheldon.....	M 13
River.....	Q 22	Sawyer Ave.....	H 34	Sheldon.....	M 22
River.....	X 50	Sawyer Ave.....	H 47	Sheldon, N.....	M 22
River.....	Q 55	Sawyer Ave.....	Q 50	Sheldon Ave.....	E 11
River, E.....	X 50	Sayers Ave.....	b 17	Shell Ave.....	S 40
River, W.....	X 50	Schiller.....	P 19	Shepard.....	L 49
Riverdale Ave.....	R 54	Schiller Ave.....	L 50	Shergold Ct.....	T 40
Roberts Ave.....	C 10	School.....	M 14	Sheridan.....	H 19
Roberts.....	O 21	School.....	M 46	Sheridan Ave.....	I 24
Robertson Ave.....	T 37	School.....	Q 50	Sheridan Ave.....	I 35
Robey.....	L 27	Scott.....	Q 19	Sheridan Ave.....	T 37
Robey, N.....	L 19	Scovel Ave.....	V 47	Sheridan Ave.....	X 51
Robinson.....	L 28	Sebor.....	O 24	Sheridan Pl.....	P 26
Robinson Ave.....	D 18	Second.....	O 21	Sherman.....	K 44
Rockwell.....	J 24	Second Ave.....	Y 49	Sherman.....	O 32
Rockwell.....	J 29	Second Ave.....	I 16	Sherman.....	O 37
Rockwell, N.....	J 19	Second Ave.....	R 49	Sherman.....	P 24
Roe.....	K 24	Second Ave.....	Z 54	Sherman Ave.....	D 11
Rokeby.....	N 13	Section Ave.....	O 50	Sherman Ave.....	F 15
Rome Ave.....	M 10	Sedgwick.....	P 19	Sherman Ave.....	I 32
Root.....	P 31	Sedgwick Ct.....	P 20	Sherman Ave.....	I 50
Rosalie Ct.....	T 35	Seeley Ave.....	K 23	Sherman Ave.....	K 41
Roscoe.....	M 14	Seeley.....	K 37	Sherman Ave.....	U 50
Rose.....	M 20	Seipp Ave.....	U 40	Sherman Ave.....	X 42
Rosebud.....	K 18	Selden.....	L 24	Sherman Pl.....	O 16
Rosemont Ave.....	N 7	Selwin Ave.....	F 13	Sherman Pl.....	Q 21
Rosenmerkel.....	O 35	Seminary Ave.....	N 17	Sherry.....	a 13
Rosewood.....	Q 25	Seminary Pl.....	N 16	Shields Ave.....	P 29
Roslyn Pl.....	O 16	Seneca.....	Q 21	Shober.....	K 19
Ross.....	E 28	Seneshall.....	P 31	Shoerling Ave.....	O 41
Ross Ave.....	Q 35	Seresis.....	X 48	Sholto.....	N 24
Ross Pl.....	H 45	Seventeenth, W.....	L 26	Shore.....	C 10
Rowley.....	K 46	Seventeenth.....	P 26	Short.....	L 49
Ruble.....	O 26	Seventh Ave.....	Z 46	Short.....	M 28
Rudolph Ave.....	K 15	Seventieth.....	T 38	Short Pl.....	L 50
Rumsey.....	L 20	Seventy-first.....	T 39	Shurtliff Ave.....	P 32
Rundell Pl.....	N 23	Seventy-first Ct.....	K 39	Sibley.....	M 24
Rupp Ave.....	V 44	Seventy-first Pl.....	T 39	Sidney Ave.....	S 32
Rush.....	P 31	Seventy-second.....	T 39	Sidney Ct.....	O 16
Rush.....	Q 20	Seventy-second Ct.....	K 39	Sigel.....	I 13
Russell Ave.....	Y 54	Seventy-second Pl.....	T 39	Sigel.....	P 19
Russell Ave.....	X 49	Seventy-third.....	T 39	Silverman Ave.....	D 11
		Seventy-fourth.....	S 39	Sinnott Pl.....	M 21
		Seventy-fourth Pl.....	U 39	Sioux Ave.....	I 41
		Seventy-fifth.....	T 40	Sisbens Pl.....	O 19
		Seventy-sixth.....	T 40	Sixteenth.....	P 25
		Seventy-sixth Ct.....	W 40	Sixteenth, W.....	M 25
		Seventy-seventh.....	T 40	Sixth Ave.....	R 48
		Seventy-seventh Ct.....		Sixth Ave.....	Z 45
			W 40	Sixtieth.....	S 36
		Seventy-eighth.....	U 40	Sixtieth Ct.....	P 36
		Seventy-eighth Pl.....	X 40	Sixtieth Pl.....	F 36
		Seventy-ninth.....	W 41	Sixty-first.....	S 36
		Seventy-ninth Ct.....	G 41	Sixty-first Pl.....	T 36
		Seventy-ninth Pl.....	X 41	Sixty-second.....	S 36
		Seymour Ave.....	V 50	Sixty-second Pl.....	T 36
		Shades Pl.....	O 18	Sixty-second Pl.....	F 36
		Shakespeare Ave.....	I 17	Sixty-third.....	S 36
Sackett.....	J 31				
Sacramento Ave.....	I 12				
Sacramento Ave.....	I 24				
Sacramento Ave.....	I 27				
Sacramento Ave., N.....	I 22				
Sacramento Sq.....	I 21				
Saginaw Ave.....	W 44				
Sampson Ave.....	D 11				
Samuel.....	L 20				
Sangamon.....	N 23				
Sangamon, N.....	N 24				
Sauger.....	O 27				

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Sixty-third Ct. O 37	St. Hedwig's..... K 17	Sutter..... O 34
Sixty-fourth..... S 37	St. Helen..... J 17	Swan..... P 32
Sixty-fifth..... R 37	St. James Ct.... O 16	Swift..... M 8
Sixty-fifth Ct..... G 37	St. Johns Ave.... E 11	Sycamore..... L 54
Sixty-fifth Terrace.. T 37	St. Johns Ave.... G 14	
Sixty-sixth..... S 37	St. Johns Pl..... M 22	
Sixty-sixth Ct..... O 37	St. Lawrence Ave.. R 32	
Sixty-sixth Pl..... T 37	St. Lawrence Ave.. R 38	
Sixty-seventh..... S 37	St. Louis Ave.... H 47	Talman Ave..... J 25
Sixty-seventh Ct.... G 38	St. Louis Ave., N.. H 21	Talman Ave..... J 33
Sixty-eighth..... T 38	St. Mary's Ct.... J 17	Talman Ave., N... J 19
Sixty-eighth Ct.... G 38	Stanley..... M 49	Talman Ave., N... J 22
Sixty-ninth..... T 38	Stanton Ave..... R 30	Tasso Pl..... K 48
Sixty-ninth..... Q 38	Stanwood Ave.... P 49	Taylor..... P 24
Slade..... L 28	Star Ave..... T 37	Taylor, W..... L 24
Slater Ave..... X 48	Starr..... P 18	Tell..... O 50
Sloan..... M 19	State..... P 23	Tell Ct..... P 18
Slocum Ave..... E 14	State..... K 54	Tell Pl..... M 20
Smart..... L 21	State Ct..... O 15	Temple..... M 21
Smith..... I 30	State, N..... Q 21	Temple..... M 45
Smith..... N 19	Station..... K 16	Tenth Ave..... R 32
Snell..... M 21	Stave..... J 17	Terrace Ct.... O 29
Snow..... K 16	Stearns..... N 28	The Bowery..... N 23
Sobieski..... K 17	Stella..... N 13	The Strand..... Y 43
Sommers Ave..... G 18	Stephens..... I 23	The Strand..... Y 54
Soult..... N 15	Stephens..... X 48	Third..... M 49
South Chicago Ave.. U 41	Stephenson..... P 25	Third Ave..... R 49
South Chicago Ave.. X 54	Sterrett..... O 34	Third Ave..... Y 49
South Normal Park	Steuben..... L 49	Third Ave..... Z 54
Way..... P 38	Stewart Ave..... E 12	Thirteenth..... Q 25
South Park Ave.... H 47	Stewart Ave..... P 29	Thirteenth, W... L 25
South Park Ave.... R 39	Stone..... Q 19	Thirtieth..... O 28
South Park Ct.... T 36	Stone Ave..... N 33	Thirtieth, W... F 28
Southport Ave.... M 17	Stoner..... N 48	Thirty-first..... N 28
South Water..... L 55	Stony Island Ave.. U 40	Thirty-first, W... H 28
South Water..... P 22	Storms Ave..... S 40	Thirty-second..... O 29
Southwest Bd.... I 28	Stowell..... P 24	Thirty-second, W. J 29
Spark Ave..... Q 47	Strahorn..... F 19	Thirty-third..... O 29
Spaulding Ave.... H 23	String..... O 26	Thirty-third Ct.. N 29
Spears Ave..... I 31	Strong..... D 10	Thirty-third Pl.. C 10
Spencer..... M 48	Strong Ave..... H 49	Thirty-fourth..... O 29
Spencer Ave.... I 31	Sullivan..... O 19	Thirty-fourth, N.. C 16
Spencer Pl..... M 48	Sullivan Ct..... N 28	Thirty-fourth Ct.. N 29
Spring..... J 44	Sultan..... P 32	Thirty-fourth Pl.,
Spring..... P 28	Sulzer..... H 11	N..... C 16
Springer Ave.... M 29	Summerdale..... L 9	Thirty-fifth..... N 29
Springfield Ave... G 19	Summer..... X 50	Thirty-fifth Ct.. N 30
Springfield Ave... G 50	Summit..... K 30	Thirty-fifth, W... E 29
Spruce..... A 13	Summit..... K 54	Thirty-sixth..... O 30
Spruce..... K 44	Sumner..... L 25	Thirty-sixth Pl.. R 30
Spruce..... L 50	Sumner Ave..... W 42	Thirty-seventh... O 30
Spruce..... M 24	Sunnyside..... K 11	Thirty-seventh Ct. Q 30
St. Charles..... B 18	Superior..... H 13	Thirty-eighth..... O 30
St. Charles..... F 13	Superior..... P 21	Thirty-eighth Ct.. N 30
St. Charles Ave... F 34	Superior Ave.... Y 44	Thirty-ninth..... Q 30
St. Clair..... M 54	Superior Ave.... Y 55	Thomas..... F 20
St. Clair..... Q 21	Superior Ct..... N 21	Thomas..... K 20
St. Elmo..... L 14	Superior, W..... K 21	Thomas Ave..... I 15
St. Francis..... B 18	Surf..... O 15	Thomas Ave.... I 17
St. George's Ct... J 17	Surry Ct..... M 16	Thomas Ave..... L 33

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Thompson. E	19	Twenty-eighth, W. G	28	Wabash. K	54
Thompson Ave. D	19	Twenty-eighth Pl. O	28	Wabash Ave. I	44
Thompson Ave. G	33	Twenty-ninth. O	28	Wabash Ave. Q	30
Thorndale Ave. N	8	Twenty-ninth, W. F	28	Wade. M	20
Thorndyke. F	19	Twenty-ninth Pl. P	28	Waldon. X	49
Thornton Ave. S	54	Twomey. O	19	Waldo Pl. O	22
Thornton Rd. K	55	Tyson. K	14	Walker. L	49
Throop. M	25			Wall. N	29
Tilden. N	23			Wallace. F	20
Todd. O	26			Wallace. I	14
Torrence Ave. W	49			Wallace. O	30
Town. O	19	Uhland. O	19	Wallace Ave. I	15
Town Ct. O	19	Ullman. N	30	Walleck Pl. K	26
Townsend. O	20	Unadilla. L	50	Waller. N	25
Tower Pl. Q	20	Underwood Ave. I	31	Walnut. a	13
Transit Ave. M	31	Union. K	53	Walnut. C	16
Transit Ave. U	41	Union. O	26	Walnut. D	18
Tremont. H	23	Union. O	34	Walnut. G	40
Tremont Ave. J	38	Union. Q	45	Walnut. I	31
Tremont Ave. J	48	Union, N. O	21	Walnut. J	53
Tremont Ave. K	46	Union Pl. J	23	Walnut. K	22
Tripp Ave. F	17	Union Pl. O	27	Walnut. K	45
Troy, N. I	21	Union Park Pl. M	22	Walnut. L	9
Troy, S. I	23	University Pl. R	29	Walnut. N	46
Troy, S. I	28	Upton. K	18	Walnut. X	49
Trumble Ave. H	47	Utica. I	24	Walnut Ave. H	50
Trumble Ave. N	45			Walsh Ct. N	26
Trumbull Ave. H	28			Walton Pl. Q	20
Trumbull Ave. H	34			Ward. J	30
Trumbull Ave., N. H	21			Ward. M	17
Truro. I	25	Vail. K	37	Ward Ct. O	26
Trustee. L	21	Van Buren. P	23	Warner Ave. H	14
Turner. K	13	Van Buren, W. K	23	Warner Ave. L	12
Turner Ave. H	25	Van Horn. K	26	Warren. L	49
Turner Ave. H	34	Vannalta Ave. E	17	Warren Ave. H	48
Turner Ave. H	47	Van Osdel. K	33	Warren Ave. J	22
Twelfth. P	24	Vedder. O	19	Warsaw Ave. I	15
Twelfth, W. L	24	Vermont. K	54	Washburne Ave. L	25
Twentieth. P	26	Vermont Ave. L	29	Washington. E	11
Twentieth, W. L	26	Vernon. K	52	Washington. P	22
Twenty-first. P	26	Vernon Ave. E	13	Washington. P	34
Twenty-first, W. L	26	Vernon Ave. R	29	Washington Ave. b	18
Twenty-second. P	27	Vernon Ave. R	38	Washington Ave. F	13
Twenty-second, W. K	26	Vernon Park Pl. M	24	Washington Ave. G	50
Twenty-second Pl. P	27	Verona Ave. K	53	Washington Ave. I	41
Twenty-third. Q	27	Victor. M	8	Washington Ave. J	10
Twenty-third, W. H	27	Victoria Ave. U	41	Washington Ave. K	48
Twenty-third Pl. O	27	Vincennes Ave. R	32	Washington Ave. L	51
Twenty-fourth. Q	27	Vincennes Ave. R	38	Washington Ave. L	55
Twenty-fourth, W. H	27	Vine. b	17	Washington Ave. T	35
Twenty-fourth Pl. O	27	Vine. O	19	Washington Ave. T	44
Twenty-fifth. Q	27	Vine. L	55	Washington Boul. M	22
Twenty-fifth, W. I	27	Virgil Ave. H	47	Washington Pk. F	10
Twenty-fifth Ct. I	27			Washington Pl. P	29
Twenty-fifth Pl. O	27			Washington W. F	22
Twenty-sixth. O	27			Washington, W. O	22
Twenty-sixth, W. G	28			Washtenaw Ave. J	23
Twenty-seventh. P	28	Wabansia Ave. M	18	Washtenaw Ave. J	30
Twenty-seventh, W. G	28	Wabansia Ave. W	18	Washtenaw Ave., NJ	22

Streets and Avenues—Continued.

Water.....	M 28	W. 51st Pl.....	D 19	Windsor Ave.....	N 11
Waterside Ave....	Z 54	W. 53d	C 7	Winneconna Ave..	O 40
Waterville.....	M 29	W. 53d Pl.	C 17	Winnona.....	M 9
Watson.....	H 47	W. 54th	C 17	Winston	M 45
Waubun Ave.....	O 15	Westminster Ave.	F 27	Winthrop Ave.....	N 8
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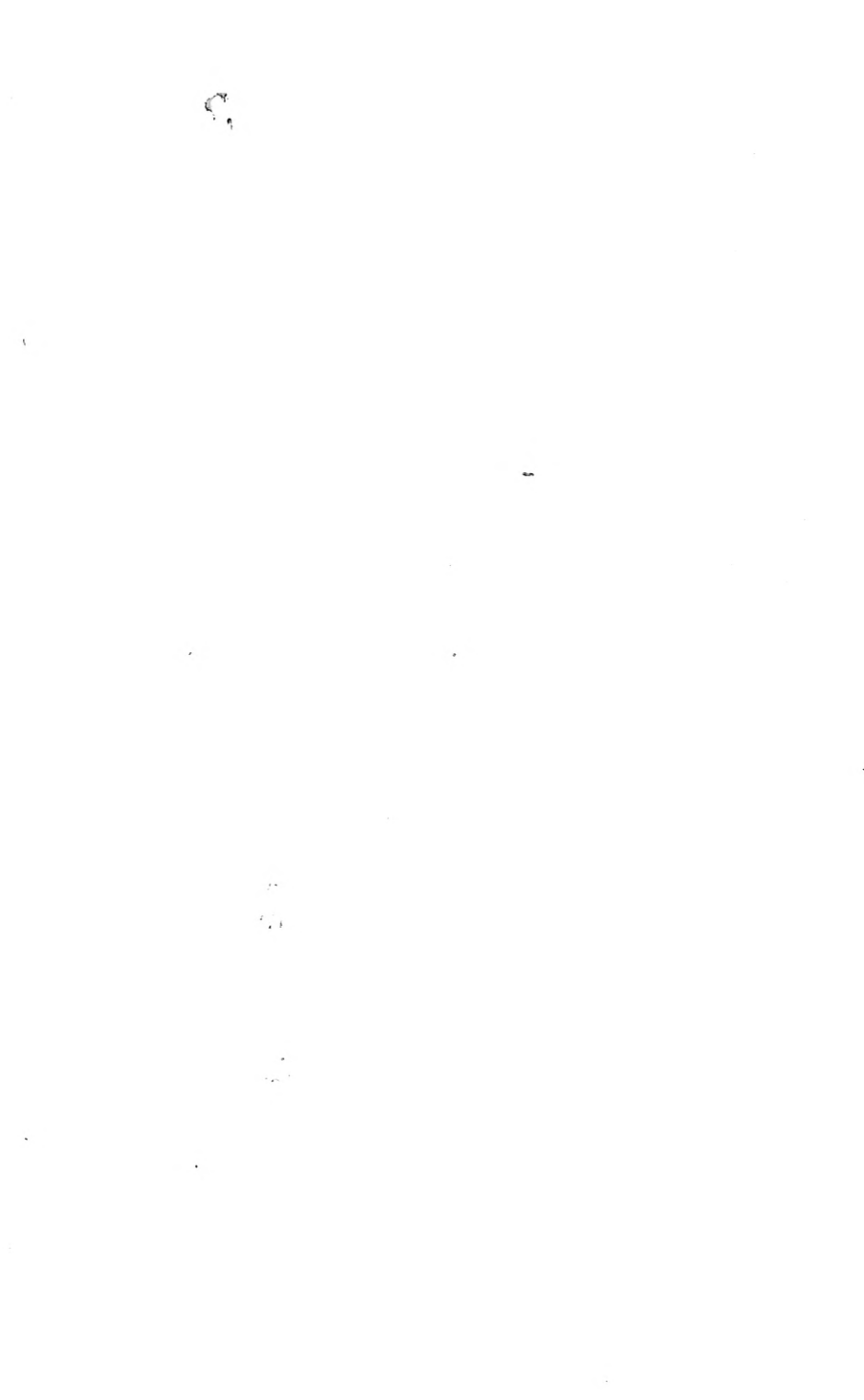
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